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BROKER'S CLAIM FOR \$33,000.

HAZY MEMORIES ABOUT TRANSACTIONS.

DEFENDANT GIVES HIS VERSION OF THE DEALS.

The hearing of the case in which Mr. M. A. Razack, a local sharebroker, claims \$33,819.98 in respect of dealings in Tramways, Green Island, Dock Land and other shares prior to the crisis in the share-market in June, 1925, was continued before the acting Chief Justice (Mr. Justice J. R. Wood) in the Supreme Court yesterday. The claim is made against Mr. P. N. Cooper, a merchant of No. 1B, D'Almeida Street.

Yesterday the case for the plaintiff was concluded, and the defendant went into the witness box and gave evidence. At the conclusion of the afternoon hearing, the case was provisionally adjourned until to-morrow afternoon.

Mr. C. G. Alabaster, K.C. (instructed by Mr. J. M. Remedios, of Messrs. d'Almeida and Nephew) appears for the plaintiff, and Mr. F. C. Jenkin, (instructed by Mr. D. McCallum) is for the defendant.

Mr. J. H. Seth, who at the request of the Shareholders' Association, took charge of Mr. Razack's business in connection with the April settlement, was called yesterday morning. During cross-examination, Mr. Jenkin alleged that there had been no sale of certain shares under which defendant was debited with \$12,000, and that the statement which has been prepared in respect of the alleged sale was "a bit of accountancy" in the plaintiff's office.

Examined by Mr. C. G. Alabaster, K.C., Mr. Seth said that under this settlement Mr. Cooper was due to take up 700 "Lands" and 100 "Docks." Mr. Cooper sent written instructions for the shares to be sold at a certain price. They were, in fact, sold at a figure slightly less.

By Mr. Alabaster: Independently of Mr. Cooper's written instructions witness considered it his duty to sell the shares for what he could get as Mr. Cooper had indicated that he could not take them up. Witness had to sell the shares to carry Mr. Razack through the settlement.

By Mr. Jenkin: The instructions witness received in regard to taking charge of Mr. Razack's business were verbal and not written. They were, he thought, by Mr. Kew, who was Secretary of the Shareholders' Association at the time.

Mr. Jenkin: Did you get instructions to take a similar part in connection with the business of any other member of the Association? Witness: Not the same work. We did carry through one or two brokers' settlements, but that was a question of delivering and receiving shares and cheques. In this case, cheques were signed and endorsed by me. We took charge entirely of the whole office.

In reply to further questions witness said that he could not remember to whom the particular shares in question were sold. He gave instructions—he believed to Mr. Razack's brother—to have them sold.

Witness said that it must be understood that people were "rushing in and out" all the time with shares and cheques. In any case witness would have had to employ a broker as he was not a member of either Exchange.

Witness said he could not remember whether any brokerage was charged in respect of the sale. All he was concerned with was getting the money in to carry through the settlement. He did not check up the accounts in connection with these particular shares.

Questioned as to the amount received by the sale of the shares, witness said that the settlement showed the debit note.

Witness was pressed by counsel as to what amount was received according to witness's own knowledge.

Mr. Alabaster: The settlement statement gave the figures perfectly clearly.

Accuracy of Books Challenged. Mr. Jenkin: It shows the amount credited, but I don't accept it. Having seen your client's books, I do not take any figures on their face value.

Counsel continued that he suspected the shares in question were not sold at all but that there was "a little bit of accountancy" in Mr. Razack's office.

Mr. Seth said that if Mr. Jenkin looked at the settlement statement he would see the number of shares received and the number of shares sold. It was quite possible when Mr. Cooper could not take them up that the shares were re-sold to the persons from whom they were originally bought in which case no cheque or cash would have been received.

Counsel commented that before that could be done it would have to be ascertained whether the shares could be sold in the market at a figure. In fact the shares could have been sold in the market at 400 and \$120 respectively, there would be no debit against his client at all. That was why he wanted to be satisfied on this point.

Counsel again suggested there had in fact been no sale and that the figure in the settlement statement had been arrived at in Mr. Razack's office, and witness said

he did not think that this could be so as the shares had already been bought from three brokers. Razack had to pay them somehow either by set-off or by cash. It was impossible to remember what actually did happen. Witness had given plaintiff's brother instructions to sell and the latter had returned and reported that the shares had been sold.

Referring to the settlement sheet, Counsel pointed out that the amount that Mr. Razack had to pay out on this settlement was exactly the amount credited to Cooper on that account. Counsel suggested that this strengthened his suggestion that it was merely a question of balancing the accounts and that there was no sale.

Mr. Seth disagreed. They had to sell at the best price they could, he stated, and they had not varied much from the amount stated by Mr. Cooper.

Counsel said that he was not attacking witness, but it was interesting to note that the "best price" coincided to a cent with what had to be paid out to the brokers in two different stocks.

After the conclusion of examination of Mr. Seth, Mr. Jenkin intimated that he would like to see the records of cheques of sales to brokers which Mr. Seth had stated were either with the Sharebrokers' Association or at Mr. Razack's office.

Defendant In The Box.

During the afternoon Mr. Cooper continued his evidence, which he began at the morning hearing. He spoke of the agreements made between him and plaintiff with regard to the different share transactions.

He referred to the agreement for payments. Dealing with the first claim, defendant said that he did not owe \$7,552.50, the sum agreed between him and plaintiff. He had paid \$5,000 and this left a balance of \$2,552.50. This was in connection with the April account, 1925. He paid plaintiff with \$4,000 and a cheque for \$1,000.

With regard to claim II, the redemption of docks, defendant said he received an account showing a debit due by him of \$28,000 odd. He received it about May 20th or 21st. He received it after payment of the cheque for \$4,000 in respect of the \$7,552.

Mr. Jenkin: You have pleaded that Mr. Razack agreed to accept the sum of \$27,000 as full settlement of the \$28,000 mentioned. Will you tell us when and where that agreement was made?

Defendant replied that when he found he had not sufficient funds to meet it, he told Mr. Razack that the most his bankers could advance him was about \$22,000. He thought he could raise another \$5,000. He told plaintiff that the most he could give was \$27,000.

When I told Mr. Razack that the most I could pay was \$27,000, added defendant, "he after some hesitation, agreed to accept this."

Defendant then went on to deal with Claim III, the matter of the \$3,000 Trams.

In answer to Mr. Jenkin, after he had referred to the figures in the claim, defendant said that plaintiff rendered him an account in connection with the Trams shares, which he returned on the ground of incorrectness. He admitted that he had written a letter to Mr. Razack saying that he had made other arrangements to deliver the Trams.

He stated that he had made arrangements to deliver the Trams on the payment of the sum due to him.

Replying to his Lordship, defendant said he had made arrangements with Mr. Fred Kew to borrow 3,000 Trams.

Defendant also admitted that he, together with Mr. Rapp, went to see plaintiff on July 23rd (the postponed Settlement Day) and asked for a cheque against 3,000 Trams. Mr. Razack replied that he (defendant) owned him (Mr. Razack) a cheque. At that time neither he nor Mr. Rapp had the shares with them, but if Mr. Razack had given the cheque, then the transaction would have been put through.

After cross-examination by Mr. Alabaster, His Lordship provisionally adjourned the case until to-morrow afternoon.

LORD CECIL'S RESIGNATION.

LONDON PRESS COMMENT.

[BRITISH WIRELESS SERVICE.]

Rugby, August 30th.

Commenting on the resignation of Viscount Cecil, the Times considers that the main points in Lord Cecil's indictment of the British Government's policy regarding disarmament are adequately met in the reply of Mr. Baldwin. Mr. Baldwin remarks that successive British administrations, including the present Government, have not contented themselves with preaching disarmament. They have disarmed to the limits of national safety. Differences between Lord Cecil and the Government, he says, are differences of method rather than of policy. The Times remarks that the Government will, in fact, simply have to carry on its work of pacification, so successfully inaugurated at Locarno without Lord Cecil, though Lord Cecil will certainly be missed at Geneva.

The Morning Post remarks that everyone who knows Viscount Cecil knows that any step he takes is actuated by the most honourable motives in which self-interest has no place at all and as men of such character can never be too common in public life it must be a matter of sincere regret to Conservatives that he should have felt constrained to resign his office in Mr. Baldwin's government. But, it adds, after all the greatest goodwill to the League of Nations does not dispense His Majesty's Ministers from the duty of safeguarding vital British interests first. It may even be the best service to the League to avoid burdening it with tasks which it is not yet strong enough to discharge. If we have any criticism of Lord Cecil it is that his enthusiasm has been apt to carry him to generous but imprudent extremes.

Liberal journals generally support Lord Cecil's statement of his case, though the Daily Chronicle says that the opinion which he announces about lukewarmness of the majority of the Cabinet has yet to be substantiated by an account of the nature of the instructions which he received. The fact that he disapproved of these instructions is not in itself sufficient proof that they were against the interest of the nation or of world peace. It may be that he had favoured some British commitments or some British concessions, which others thought dangerous.

LIGHT AEROPLANE RECORDS.

ENGLISH AVIATOR'S BRILLIANT FEAT.

[BRITISH WIRELESS SERVICE.]

Rugby, August 30th.

Captain Hubert Broad, who last week established a world's speed record for a light aeroplane of 186.47 miles an hour in a De Havilland Tiger Moth, yesterday established the world's highest record for light aeroplanes by climbing 20,000 feet in 17 minutes on the same machine. At that height the machine was still climbing at 1,000 feet a minute but Broad was without any oxygen supply and had difficulty in breathing. He will shortly attack his present record taking oxygen with him.

THE COLLISION AT MOUTH OF HOOCHLY.

DUTCH STEAMER A TOTAL LOSS.

[THROUGH REUTER'S AGENCY.]

CALCUTTA, August 30th.

The Dutch steamer Calcutta, from Java, which collided at the mouth of the Hooghly with the German steamer Rabenfels, will be a total loss.

IN MEXICAN TERRITORY.

U.S. ARMY-AVIATORS TO BE RELEASED.

[REUTER'S AMERICAN SERVICE.]

MEXICO CITY, August 30th.

The Mexican Treasury has instructed the Customs authorities at Ojinaga to release the U.S. Army aviators, Reynolds and Newlands, provided they are satisfied that the aviators' landing was not connected with smuggling.

INDIAN YARN DUTY.

[THROUGH REUTER'S AGENCY.]

SIMLA, August 30th.

A Select Committee on the Cotton Yarn Bill by a small majority has approved the specific duty of 14 annas per lb. on imported yarn.

AT THE
QUEEN'S THURSDAY TO SATURDAY
2.30, 5.10, 7.15 & 9.20.

JACKIE COOGAN



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At all Performances To-day

THE BROADWAY FOLLIES

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CHERPINO AND COOK

Late Principal Dancers with the New York Midnight Revue

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A BEVY OF BEAUTIFUL GIRLS

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Classical, Modern and Jazz Dancing

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ADOLFO BELLOTTI

Famous Tenor late Star of the Metropolitan Opera Co.

[Performances begin promptly at the times advertised.]

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Mystery—Thrills—Laughs

DOUGLAS MACLEAN

IN

SEVEN KEYS TO BALDPATE

George Cohan's Great Comedy

THURSDAY TO SATURDAY

At 5.15 and 9.20 Only.

At 2.30 and 7.15—Chinese Love Drama.

STAR THEATRE

Marshall Neilan Presents

VIOLA DANA AND ROBERT AGNEW

IN

WILD OATS LANE

From The Big Stage Success.

THURSDAY TO SATURDAY

Continuous from 2.30 to 11.15.

LIBERALISM AND LABOUR.

"RESTORATION OF OLD ALLIANCE."

[BRITISH WIRELESS SERVICE.]

Rugby, August 30th.

Sir Herbert Samuel, inaugurating the Liberal Summer School at Cambridge, drew a distinction between the Labour movement and the Labour party, and said that Liberalism might continue to be in general agreement with the one while it was at variance with the other. The divergence was chiefly due to the fact that the Labour party had identified its fortunes with the theory of Socialism. The Socialist principle was an unsafe guide in practical politics, and as long as the Labour party tied its fortunes to that principle so long would it be impossible for thinkers who had no faith in it to throw in their lot with that party.

"I suggest," he proceeded, "that in these circumstances the right policy for Liberalism to adopt in relation to the Labour movement is to continue the policy that it would have adopted if a separate Labour party had never come into existence. It should recognise clearly that our civilisation is disfigured by grave defects, that it is permeated with discontent, and that the discontent in the main is justified. The attack upon poverty and upon evil social conditions in general must be

(Continued at foot of next column.)

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Rugby, August 30th.

Paris	124
Brussels	34.91
Amsterdam	12.13
Berlin	20.43
Copenhagen	16.16
Vienna	24.49
Helsingfors	193
Lisbon	2.7/16
Bucharest	75
Buenos Aires	47
Shanghai	2/5 1/2
Yokohama	1/11.5/16
New York	4.86.7/32
Geneva	25.21
Milan	89.40
Stockholm	18.11
Oslo	8.63
Prague	164
Madrid	23.55
Athens	271
Rio	5.27/32
Bombay	1/5 1/4
Hong Kong	1/11.11/16
Silver (spot)	25 1/2
Silver (forward)	25.6/16

the principal objective of our efforts. I entertain an expectation, although I feel no certainty, that this course will lead, some day and somehow, to a restoration of the old alliance between Liberalism and the Labour movement, to the lasting advantage of both.



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FINE TWILL FLANNEL

The Ideal Flannel for all sports wear.

It is absorbent, does not strike chilly, washes and wears well and does not shrink.

Stocked in cream in two weights, also Grey and the new Sand shade.

COATS, SHORTS, TROUSERS MADE TO MEASURE.

Mackintosh
MEN'S WEAR SPECIALISTS
ALEXANDRA BUILDING. DES VOEUX ROAD

THE TYPEWRITER

that interested

H.M. THE KING

The

"IMPERIAL" TYPEWRITER

is now on sale in Hong Kong.

Not only because it is

BRITISH

but because it is

CHEAPER and BETTER.

Every Firm interested in

EFFICIENCY and ECONOMY

should call and inspect this wonderful new machine for themselves.

Sole Agents:

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6, Queen's Road Central.

Tel C 3517.

[A.P.3]



THE TWO SUPREME TOILET LUXURIES.

Sole Agents:

HONG KONG TRADING COMPANY.

FREE SHOW PROVES EXPENSIVE.

CHINESE POLICE RESERVIST FINED.

WITNESS FINED FOR PERJURY.

MAGISTRATE'S WARNING.

Attempting to shield his friends, a Chinese student, called by the Police to give evidence on behalf of the prosecution, committed perjury by denying the statement which he made at the Police Station. He was immediately taken out to the Central Charge Room where the charge of perjury was preferred against him. Taken before Mr. R. E. Lindsell a few minutes later, he was fined \$25.

This arose out of the case against three Chinese youths who went to the Taiping Theatre on August 10th and forced their way into the show without paying on the pretext that they were Police Reservists on duty. The first defendant, Lai Kim Ying, was a bona fide reservist, but the three others who went with him were not.

According to evidence given at the previous hearing, these four youths occupied the best seats of the house and when a few minutes later, a ticket collector approached them for the tickets, they each showed something to prove that they were members of the Police Reserve. The first defendant was said to have shown a note-book, others a metal crown like the kind put on the police helmets.

The collector was not satisfied and took them out to the ticket office. There they were made to buy tickets which cost \$10.80. The four young men had no money with them, and while disputing the matter, the first defendant ran away. The other three were finally taken to the No. 7 Police Station. One of the three, Ng Chong, was not charged by the Police, because his evidence would help the prosecution. It was this man who was fined for perjury yesterday, as the evidence he gave in Court and the statement he made to the Police differed. His only excuse was that he had had a sleepless night and that he was hungry when he made the statement. He was not responsible for what he had told the Police.

The three defendants were brought up on remand before Mr. R. E. Lindsell at the Central Magistracy yesterday. They were defended by Mr. C. A. S. Russ.

"All Police Reservists."

Mr. Ng Kai Wing, a Sergeant Reservist, said he was at the Taiping Theatre on the night in question. He was upstairs with a friend when he heard a commotion at the centre of the hall. He came down to see what the trouble was about. He saw the second and third defendants with the man named Ng Chong at the barrier. He heard the third defendant say that they were all Police Reservists and that they were there on duty. Ng Chong, the one who was not charged, was pointed out as a sergeant. Witness asked them for proof and the third defendant produced a large metal crown. Ng Chong also showed another metal crown of a smaller size. The second defendant showed a note-book.

Witness said he suddenly remembered the instructions given him by Mr. Mow Fung, Officer Commanding the Chinese Contingent of the Police Reserve, to be on the look-out for men impersonating the Police Reserve. He did not, however, suspect the second defendant, but he had his doubts in regard to the other two. He therefore took them all to the No. 7 Police Station. Cross-examined by Mr. Russ, witness said that there was excitement at the theatre, but the defendants were not roughly handled.

Mr. Russ: These three people were getting the worse of it. They were being hustled about. No. 7 were asked to buy tickets irrespective of whether they were constables or not.

Witness went on to say that the three defendants created a disturbance and had to be taken to the back of the hall to settle matters. They were eventually led, "very gently," back to the ticket office. "They were on the whole treated in a very gentlemanly way," concluded witness.

Looking For An Uncle!

Ng Chong, one of the party who sought free admission to the theatre, but who was not charged, gave evidence to the effect that at about 7 p.m. on the day in question he paid a visit to the second defendant. The second defendant then took him to the house of the third defendant, where he later made the acquaintance of the first defendant. The first defendant told them that he had to find his uncle, and they went to the Taiping Theatre for that purpose.

Arriving at the Taiping, he heard third defendant who led the way, say to the barrier keeper that they were looking for somebody and, therefore, need not buy tickets.

Mr. Lindsell: Inspector Grant, is this witness for the prosecution, or for defence?

Inspector Grant: He made certain statements to the Police, your Worship, which showed that the defendants represented themselves as Police Reservists.

Continuing, the witness said that he did not hear the defendants represent themselves as Police constables, and he did not himself show anything to mislead the theatre people.

Mr. Lindsell: What did you do when you got inside? We went round the back and then returned to the centre, but we could not find first defendant's uncle. So we decided to sit down for a while.

Mr. Lindsell: You four sat down in the best seats of the house?—They happened to be vacant.

Mr. Lindsell: Quite, otherwise you wouldn't have been able to sit there. (Laughter.) Did you hear what the first defendant said to the ticket collector?—He said we came to look for someone and had no tickets.

Mr. Lindsell: Do you deny that any of you produced any sign of authority or said he was a constable?—One of us did, it was the first defendant.

Mr. Lindsell: Oh, he did. It was very clear of him, and no-one said you were a sergeant?—No.

Mr. Lindsell: Inspector Grant, do you wish to treat this witness as hostile?

Inspector Grant: Yes, your Worship.

Mr. Russ: He has not shown any hostility yet.

Witness was then allowed to continue. He said that he had never produced anything to show he was a constable. His statement to the Police was then read to him by the Magistrate in order to refresh his memory, but witness persistently denied the statement, saying "I had had a sleepless night at the Station and I was starved, so I did not know what I said. I was not myself then."

Mr. Russ: Whatever you said at the Police Station, it was not true then?—Yes.

Mr. Lindsell (to defendant): I propose to deal with you later for perjury.

Mr. C. Mow Fung, Officer Commanding the Chinese Contingent of the Police Reserve, said that the first defendant's registered number was R57. He applied for enrolment on April 19th and was enrolled on June 28th. The third defendant also applied for enrolment on May 15th, but was rejected on medical grounds.

Complaints About Police Reservists.

Mr. Mow Fung said that in consequence of reports received complaining that certain Chinese Police Reservists went about acting in a bullying and arrogant manner, he had given special instructions to the senior members of the Force to keep a watch for such incidents. At this stage, Mr. Russ applied for a short adjournment in order to speak to his clients. Before the Court rose, Mr. Lindsell instructed Inspector Grant to take the witness Ng Chong to the charge room and frame a charge of perjury against him.

Plea Of Guilty Entered.

When the Court re-assembled, Mr. Russ said that he had considered the matter very carefully and had come to the conclusion that a plea of guilty would be the most advisable course in view of the evidence against his clients. He however, urged the Court to deal with them as leniently as possible on the ground that they were young men and had no idea of the seriousness of the offence they were committing. "It was a childish prank and they are genuinely sorry for it," he added.

Mr. Russ also said that the defendants all bore good characters otherwise. He understood that before anyone is taken on the Reserve, strict enquiry is made into his character.

Mr. G. B. Harford, D.S.P. (Reserve), said as that was the first case, and he hoped it would be the last, he would not press for a heavy punishment, but only heavy enough to set as a deterrent and a warning to others. Uniforms are issued to Police Reservists to be kept in their house to be worn on duty or in emergency. They are not to be worn to go about intimidating people. He also said that since the first defendant had joined up his character had been excellent.

(Continued on next column.)

CORRESPONDENCE.

THE RIGHT TO ARREST.

(TO THE EDITOR OF "THE HONG KONG DAILY PRESS.")

Sir,—With reference to your report of the death of five ducks due to over-crowding, you state that "the defendants were arrested by Mr. P. J. O'Brien, Inspector of the S.P.C.A., on arrival at the Yau-mati Railway Station."

Can you, Sir, or any of your readers state whether officials of the S.P.C.A. in Hong Kong have authority to arrest people either with or without a warrant? I write as a layman, but as far as my knowledge of law goes, I venture the opinion that no such authority is vested in similar officials at Home.

A constable may only arrest without a warrant in certain instances, namely:—

- Anyone whom he suspects of having committed a felony.
- Anyone committing a breach of the peace in his presence, or about to commit a breach of the peace, or committing an indictable offence by night, or doing malicious injury to property.

A private person may arrest without a warrant:—

- Anyone whom he suspects of having committed a felony, providing a felony has actually been committed.
- Anyone whose freedom will lead to a breach of the peace.
- Anyone committing treason or about to commit treason.
- Anyone committing offences under the Vagrancy Act, i.e., street gambling and the like.
- Anyone for whom he has become bail in order to give him up so that he, the bailor, may be discharged from his liability.

It follows, of course, that where a private person may arrest without a warrant, so also may a constable.—Yours, etc.

IONIDES.

Hong Kong, August 31st, 1927.

RUBBER AND MINING.

DIVIDENDS AND QUOTATIONS.

Messrs. Carroll Bros. have been advised of the following dividends on rubber and mining shares:—

Dividends.
Bukit Katilias—12 per cent. final.
Malayan Tin Dredging—6 pence (4th div.).

Quotations.
Allenby's \$2.90
Ayer Panas 11.00
Glenelg's 3.00
Jeram Kuantan 1.80
Jimahs 2.50
Kedahs 4.30
Malaka Pindas 2.40
Pajans 2.50

Magistrate's Severe Warning.

Addressing the three defendants, the Magistrate said that they had acted wisely in pleading guilty. "Which of you is responsible for the trick played on the theatre is not apparent from the evidence. Prima facie, I hold the first defendant responsible, because it was his note-book that was produced in Court. This is gross indiscipline, which renders you liable under the Police Ordinance, to a fine of \$250 or six months gaol. In view of the fact that this is your first offence, and in view of your good record, I fine you \$75. If you give any further trouble, or if any other Police Reservists do so, the punishment will be gaol without the option of a fine."

His Worship fined the second and third defendants \$50 each on both charges. "You must understand that this conviction is recorded against you, and if you are brought up for any offence again, you will have to go to gaol," concluded the Magistrate.

Ng Chong was then brought before the Magistrate on the charge of perjury. He was also defended by Mr. Russ and after a short consultation with his client, Mr. Russ also entered a plea of guilty. Mr. Russ drew attention to the fact that the defendant was only shielding his friends. It was "chivalrous" and an offence against the law. He asked the Magistrate to deal with the case leniently.

Mr. Lindsell said that the defendant had taken a wise course in pleading guilty, and he persisted in denying his guilt, he would have been severely dealt with. The Magistrate also said that in view of the circumstances, he would impose a light fine. This would be \$25 and defendant must realise that perjury would not under any circumstances be tolerated.

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\$50

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MOUTRIE PIANO

IN YOUR

HOME

THE BALANCE CAN BE PAID BY INSTALMENTS AS LOW AS \$25.00 MONTHLY.

COME IN AND SEE THE VARIOUS MODELS. WE HAVE TO OFFER.

CHATER ROAD IS OUR ADDRESS

PIANOS

CHARGE AGAINST HOTEL MANAGER.

ISOLATED INCIDENT OR REGULAR PRACTISE?

AN "OFFICIAL TRAP."

Mr. Yu To Sang, managing director of the Mei Chan Hotel at No. 218, Des Voeux Road Central, was charged before Mr. R. E. Lindsell yesterday by Inspector Shaftsain of the Secretariat for Chinese Affairs with allowing the premises to be used for an immoral purpose.

Mr. L. D. Turner appeared for the defence and entered a plea of "not guilty."

A young Chinese woman, said that she was one of a number of girls maintained at a "house" in Wing Shing Street. On August 28th, she was sent to the Meichow Hotel and was introduced by a room-boy to a man who occupied Room No. 301. This was in accordance with an arrangement made with the room-boys of the hotel by which nearly 50 per cent. of her earnings were divided amongst the latter, and the remainder in equal amounts between her mistress and herself.

A Chinese district watchman said that he went to the hotel at 7 p.m. on August 28th and engaged room No. 301. Son afterwards he went and returned at about 8 o'clock. Then a room boy named Lam Kwai brought in some tea and sat down to talk with the witness. After a while the boy asked witness why he did not bring in a girl to talk to. Witness replied that he did not know any girl. The boy then offered to get one and witness agreed. Later the boy came in with a girl and the boy told him that the charge for the night was \$10. The witness again agreed and sat in the room talking to the girl until 11 p.m.; when Inspector Shaftsain came in and found them together.

Mr. L. D. Turner, for the defence, in criticizing what he described as an official "trap," disclaimed the responsibility of the proprietor for the offence, as all reasonable precautions had been taken.

Manager Responsible For Servants' Actions.

Inspector Shaftsain pointed out that under the Ordinance the management of the hotel were accountable for the acts of their servants.

His Worship stated that the only point left for him to consider was the gravity of the offence and the fixing of the penalty accordingly. He had to consider if this was a solitary offence which might easily escape the attention of the management, or whether it was one of many similar offences, amounting to the system alleged by the prosecution. He proposed to adjourn the case for consideration of the point.

THE BROADWAY FOLLIES.

AT THE QUEEN'S.

The Broadway Follies are giving an entertainment at each house in the Queen's Theatre to-day. The programme comprises the Mona Vanna dance by Miss Helen Cook and Mr. Joseph Cherpino, late principal dancers with the New York City Ballet, and the "Quarato," a midnight revue by Miss Bagdonova and Mr. Kurovsky; a vocal selection by Sgr. Adolfo Bellotti, famous tenor, late star of the Metropolitan Opera Company; and Gypsy Romance, a fantastic dance pantomime of Nomad life by the entire company.

This entertainment will be followed by Jackie Coogan's latest picture "Johnny get your hair cut."

FINANCE COMMITTEE.

VOTES TOTTALLING \$2,000.

A meeting of the Finance Committee will be held immediately following the Legislative Council this afternoon when votes totalling \$2,000 will be asked for to supplement the estimates for 1927.

The sum of \$700 is required by the Sanitary Department. Additional expenses which could not have been foreseen when submitting Estimates for 1927, have been incurred by the Crown Agents in connection with the appointment of Inspectors in England. Also the Sanitary Board now issues through the Press periodic warning of the dangers involved in eating vegetables.

Police Motor Cycles.

The Police Department asks for \$900 for the purchase of a motor cycle and side car. A sum of \$3,900 was provided in the 1926 Estimates for the purchase of three motor bicycles and side cars. It proved possible, however to purchase locally two excellent second hand machines at a joint cost of \$1,650. When it became apparent that the third machine could not be paid for in 1926, \$1,300 as revote was included in the 1927 Estimates. Allowing for this \$1,300 revote an actual saving of \$950 was effected on the 1926 vote. There now proves to be a saving of \$100 on the 1927 vote making a total of \$1,140 savings on the original 1926 vote.

The purchase of an extra machine this year is considered necessary and can be effected at a cost of \$1,050. A supplementary vote of \$900 is accordingly requested.

The sum of \$400 is requested by the Sanitary Department as more vaccinations than anticipated have been done at the Chinese Public Dispensaries.

PROPERTY SALE.

NO. 8 AND 10 CATCHICK STREET.

At the China Auction Rooms yesterday afternoon, Mr. E. V. M. R. de Sousa sold, by order of the mortgagee, leasehold property at Nos. 8 and 10 Catchick Street, Hong Kong, situated on Sub-section 6 of Section C of Inland Lot No. 1295.

The property is held for the unexpired residue of the term of 999 years from June 24th, 1862, and formed part of the estate of the late Sir Paul Chater.

The annual Crown rental is \$18.25, and the area about 1,387 square feet.

The upset price was \$23,000, and there being no further advance, Mr. Tang Hung Ka became the purchaser.

Postponed Sale.

A similarly leased property to the above, situated at Nos. 51, 51a, 51b, 51c, 51d, and 51e, Belchers St., with an annual Crown rental of \$55.75, and an area of about 4,237 square feet, was also put up for sale at the China Auction Rooms yesterday afternoon, but the auction was postponed until next Wednesday.

CONFERENCES IN CANTON.

REPRESENTATIVES FROM HANKOW.

KWANGTUNG, KIANGSI AND HUNAN.

FUTURE RELATIONSHIP.

[FROM OUR CHINESE CORRESPONDENT.]

General Chang Fat Kuei, a military commander of eminence under the Wuhai Government, accompanied by General Li Tsai Hsin's representative, Mr. Chen Ku Yu, arrived in Canton on Saturday last. Much interest has been taken in this visit because since the campaign against the Reds, General Chang has obtained to all intents and purposes the military control of the province of Kiangsi. Formerly he was a subordinate of General Li Tsai Hsin, but since the split in the Kuomintang General Chang has been fighting for Hainan. It is generally agreed that the purpose of his mission to Canton at this juncture is to bring about a military agreement between Kiangsi and Kwangtung.

According to the *Min Kuo Te Pao*, General Li Tsai Hsin, when interviewed, expressed himself freely regarding the possibilities of co-operation between Nanking and Hankow. "Unfortunately," he said, "owing to differences of opinion among the leaders of the Party, the Kuomintang had been through a serious storm. There were now, however," he continued, "great prospects of re-amalgamation." "Such a re-amalgamation," he thought, "would restore confidence not only among the members of the Party itself but among those outside the Party. He hoped every Kuomintang member would forget past differences and present a united front to all counter-revolutionaries."

General Tang Seng Chi, the virtual ruler at Hankow, has also sent a representative to Canton for the purpose of negotiating with General Li Tsai Hsin regarding the relationship between Hunan and Kwangtung. According to general report this representative at his first interview with General Li, made considerable progress towards improving the understanding between the two military leaders. General Tang's representative informed General Li Tsai Hsin that Hunan had already got rid of all Communist agitators.

JOY-RIDERS TO PAY.

THE SEQUEL TO A NIGHT SPREE.

The case in which a Chinese was remanded by Mr. R. E. Lindsay on a charge of failing to pay for the hire of a motor car which he engaged opposite Lee Garden, was concluded yesterday morning.

Only one of the accused's two companions, the man Cheung, was present in Court. The man Liu whom the accused said had told him to hire the car promising to be responsible for payment, could not be found.

Cheung corroborated the accused's allegation against Liu, and himself admitted that he had requested the driver of the motor car to pay \$5.50 for the food which the party had partaken of at the Hung Tee restaurant. He admitted that he had not yet refunded the money to the driver.

The Magistrate told Cheung to make an effort to pay the money immediately, to which the man objected saying that the accused had also partaken of the food and he should pay for his share.

The Magistrate said that the matter did not concern him, and it was up to the two men to discuss the matter between themselves.

With regard to the car hire, the Magistrate said that the accused had engaged it, and therefore he was responsible. He was ordered to pay the driver \$5 for the trip to Aberdeen and the 35 minutes' wait there.

FINANCIAL CRISIS.

CENTRAL BANK DECLARES A MORATORIUM.

UNEASINESS IN BUSINESS CIRCLES.

[FROM OUR CHINESE CORRESPONDENT.]

The Central Bank has suddenly declared a moratorium and there is a distinctly "panicky" feeling in some business circles.

The Canton Government are being adversely criticised for their high-handed action in endeavouring to force the Canton merchants to contribute \$10,000,000 towards military expenses. It is pointed out that such action is not likely to encourage the merchants to come to the assistance of the bank as it was suggested they might do with a \$3,000,000 loan. The exchange rate of the Central Bank notes is very uncertain and the fact that a great number of these notes are now coming into the market is not helping matters.

The Canton Government state that the "run" on the bank was engineered by their political enemies in an attempt to overthrow the present regime. It is pointed out that the bank has exchanged a great deal of money for the notes during the past ten days and that notes held by the bank to the value of nearly \$10,000,000 have been cancelled. In the Government's opinion, therefore, there was no real cause for uneasiness.

The Central Bank may, perhaps, fairly be regarded as the main support of the Government's financial operations. Hitherto practically all the Government's financial business has been done through this bank.

The run on the Central Bank, despite Government action, has resulted in a depreciation of its notes. Prices of all commodities have been forced up an appreciable if not a terrifying amount. Condensed milk, for example, which was a few days ago priced at 55 cents a tin now costs 65 cents. The Government attribute the general uneasiness to the activities of "Reds," and a number of supposed ring-leaders are under arrest.

Mr. Koo Ying Fun, the chief of the Financial Department, has issued a notification that on Sept. 1st tenants of houses, shops, and wharves are to pay one month's rent straight to the Government instead of to the landlords. The proceeds from this levy are to go to the Northern Expedition expenses.

Following the Government's demand for \$10,000,000, to be raised by the General Chamber of Commerce, the committee of that body, or such of them as were not under detention, invited the four chambers of commerce to send delegates to a meeting. About 87 leading Cantonese merchants, representing these associations, attended the meeting held on Tuesday afternoon. The discussion lasted several hours but no decisions were agreed upon, except to appoint a delegation to see General Li Tsai Hsin petitioning him for more time in which to raise this very large sum.

FURTHER DETAILS OF THE \$10,000,000 DEMAND.

MONEY EXCHANGERS VIGOROUS PROTEST.

More details are now available of the astonishing action of the Finance Minister and two of his principal colleagues when they peremptorily demanded that \$10,000,000 should be raised from its members by the Chamber of Commerce.

It appears that as soon as the officials had withdrawn the officer in charge of the armed police surrounding the premises of the General Chamber entered and said that he had orders from the Department of Public Safety to arrest all members of the committee and take them to police headquarters. However, it was eventually agreed to confine six of the leading members in the building.

It was then decided to send six delegates two from each of the three chief Chambers of Commerce (the fourth, the Co-operative and Commercial Chamber is merely a Kuomintang organ) to General Li Tsai Hsin asking him to order the release of the six imprisoned members, to withdraw the armed men guarding the Chamber, and to give them time to consider the question of raising the money demanded.

General Li replied that he was unable to grant any of their requests.

They made this report to the Committee of the Chamber and a further meeting of members of the three Chambers of Commerce was held at which an official of the Finance Department of the Government, Li Sin Kan, was present. Several members spoke, emphasising (Continued on next column.)

TROOPS RETURNING.

WITHDRAWALS FROM SHANGHAI DEFENCE FORCE.

LOCAL BATTALIONS TO GO NORTH.

[FROM OUR CHINESE CORRESPONDENT.]

A Reuter cable received yesterday announces that the 1st Devon Regiment, who form part of the Shanghai Defence Force, is expected to be withdrawn from the North and to return to Malta.

It is also stated that the 1st Battalion of the Bedford and Hertford Regiment and the 2nd Battalion of the Border Regiment, which left Malta for China at the end of January on the *Megantic*, are also likely to return to the Mediterranean.

As already announced earlier this week the remainder of the 9th (Jhansi) Infantry Brigade are to return to India, the forces leaving with the Brigade, including the 4/1 and 3/4 Punjab Regiments. The movement of this Brigade for transportation to India begins at Shanghai this week-end. With their departure the whole of the Jhansi Brigade will have returned to India, for it will be recalled that recently the Durhams and Gloucesters left Shanghai for India from this Brigade.

The remainder of the Brigade is leaving on the *Karmala* and the *Bellerophon*.

It is understood that with a view partially to replacing the forces being withdrawn from the North that local military units are to proceed to Shanghai, including the 2nd Scots Guards and the 2nd Battalion, the Welch Regiment. Both the Guards and the Welch are accommodated at the Peninsula Hotel. Other military movements may take place, but nothing further is known at present.

It is understood the Guards and Welch Regiment are likely to leave here for the North this week-end. H.M.S. *Argus* was to leave for the North yesterday, to replace the *Hermes*, which has arrived in port, and is proceeding home shortly for refit, alterations, etc., before being placed permanently on the China Station. H.M.S. *Despatch* is to sail to-day for home.

The Reuter cable received with regard to troop movements read:—

Matra, August 30th. The First Battalion of the Devon Regiment, at present at Shanghai, are expected here on October 10th, probably aboard the aircraft-carrier *Hermes*, which will be thus restored to the Mediterranean fleet. This will represent the first reduction of the Shanghai Defence Force, apart from the recall of the India Brigade, and may be followed by the sending back to Malta of the two battalions which left Malta for China.

ing the financial difficulties of the merchants, and declaring that it was absolutely impossible to raise the money demanded.

Mr. Li Sin Kan replied that the decision had been made by the Political Commission, in Canton, the body representing and acting for the Nanking Government, and it could not be changed. The discussion lasted till 3 a.m. on Tuesday morning when Mr. Li, in a final speech, suggested that the three Chambers of Commerce should each raise two million dollars and that four million dollars should be raised by the Money Exchangers Guild.

The meeting accepted the proposal and undertook to apportion the levies upon the various guilds, firms, shops and merchants.

GUILDS THREATEN TO STRIKE.

As might be expected the members of the Money Guilds were not so keen on the project. They hastily summoned a meeting which took place on Tuesday night. No official pronouncement has been made and the proceedings were private. According to a reliable report, however, it was decided to resist the Government's demands to the utmost and to protest against the high-handed action taken against the six members of the Chambers of Commerce who were still prisoners. They offered to raise three million dollars, on condition that the prisoners were released and the guards withdrawn.

If the Government refused this offer, and the conditions attached, the Guild would call upon all the "money shops" and smaller banks to refuse to negotiate the Central Bank's notes, and to call, if necessary, a strike among all their members. They would boycott all forms of Government currency, and would transfer their ready cash and their deposits to Foreign Banks.

The result of their protest is unknown but at noon yesterday the Police were still drawn up round the General Chamber of Commerce and presumably the Government was holding to its demands.

ANOTHER PIRACY.

CHINA MERCHANTS' STEAMER VICTIMISED.

BIG HAUL AT BIAS BAY.

TREASURE TROVE AND HOSTAGES.

Yet another piracy on the China coast has been reported, the steamer to fall victim on this occasion being the China Merchants' ship *Hsin Chi*, which left Shanghai on August 24th for Foochow.

An outline of the piracy is given in the following cable:—

Foochow, August 30th.

Following the established methods of piracy in Chinese waters, a number of freebooters, ostensibly harmless passengers, seized control of the China Merchants' passenger steamer *Hsin Chi*—which sailed from Shanghai for Foochow on August 24th—while the vessel was well out on the high seas.

Novel Methods Adopted.

The pirates forced the crew to paint out the vessel's name, and also had the funnels re-painted, so as to disguise her identity.

They compelled the captain to steer the vessel to Bias Bay, where they arrived on Saturday evening, and the pirates went ashore with six cases of treasure and one case of silk, as well as a quantity of cargo.

The compradore and one Chinese passenger were taken ashore as hostages.

Foreign Lady Aboard.

After the pirates had disembarked, the *Hsin Chi* left for Foochow, but on entering the Min river was fired upon from the Minkiang forts, as the vessel was not recognised. After an explanation she proceeded to Pagoda anchorage.

There was one foreign lady on board, but she was not molested.

It is noteworthy that while the pirate-manned ship was proceeding to Bias Bay, the passed British and French gunboats and other steamers, none of which suspected that anything was wrong.

Official Statement.

A statement issued by the Colonial Secretary yesterday was as follows:

The China Merchants' Steam Navigation Company's s.s. *Hsin Chi* left Shanghai on August 24th carrying specie amounting to \$100,000 en route for Foochow. She has now arrived at Foochow having been pirated and taken to Bias Bay. The Compradore and one Chinese passenger have been detained by the pirates for ransom.

The Treasure Trove.

The *Hsin Chi* was three days overdue at Foochow and, prior to official news being received in the Colony, there was worry concerning her, it being suspected that she had been pirated, in view of the fact that she was carrying specie amounting to \$100,000, in addition to other valuable cargo.

An Old Ship.

The *Hsin Chi* is a steel screw vessel of 1,846 tons gross, and was built in 1892, by Napier, Shanks and Bell, of Glasgow, she was engaged by Dunsmuir and Jackson, with N.H.P. of 150, and was originally named the *Hsin Chi*, which was later changed to the *Sheng Yi*, but, at a later date, the old name was again reverted to.

She has a length of 260 feet, beam of 37 feet, and moulded depth of 21.5 feet. She is registered at Shanghai under the Chinese flag.

The *Hsin Chi* has not called at Hong Kong for many years. She is commanded by Captain Hansen, has foreign officers and engineers, and is employed on a regular run between Shanghai and Foochow, usually carrying general cargo.

THE LATE MR. G. R. HAYWOOD.

FULL COURT TRIBUTES.

BY CHIEF JUSTICE AND ATTORNEY-GENERAL.

At an assembly of the Full Court at the Supreme Court yesterday morning tribute was paid to the memory of the late Mr. G. R. Haywood, solicitor, whose death has previously been reported this week.

There was a representative attendance from both branches of the legal profession.

Mr. Justice J. R. Wood (acting Chief Justice) was on the Bench, supported by Mr. P. Jacks (the acting Puisne Judge). In the Court was the Attorney-General (Sir Joseph Kémp, K.C.) and other barristers and solicitors.

The acting Chief Justice said:—Mr. Attorney: We have met here this morning to express our regret on the untimely death of Mr. Guy Robson Haywood, a solicitor of this Court. My brother desires that I should include him also in this statement of our condolence. Our- selves, with the members of both branches of the legal profession, are attending in order that the expression of the sympathy of all who are here engaged in the administration of justice may be placed on record.

Guy Robson Haywood was admitted on the rolls of this Court on January 20th, 1913. After his arrival in Hong Kong he joined Mr. Leo d'Almada as managing clerk; later, he was associated with Mr. F. E. Nash and subsequently he has practiced alone.

It is not only in this Court that his conduct of affairs has come under our notice. My brother has many years' experience in the Land Office and Mr. Haywood's appearances before me at the Magistracy were formerly frequent.

We may especially remember his universal courtesy which was exemplified also in his unflinching regard for the dignity of the Court. He had recently married and we offer our sincere sympathy to his bereaved widow and relatives.

Attorney-General's Reply.

The Attorney-General, speaking on behalf of the members of the legal profession practising in the Courts, said:—

We regret that death has once more made an inroad into the ranks of our profession. This time one has been taken who might well have looked forward to many more years of life and usefulness.

Your Lordship has spoken of Mr. Haywood's unflinching courtesy. I can personally bear testimony also to that trait in his character. He was, in fact, a man of great personal charm. It is given to few to receive with such good humour the shocks of life and the blows of fate which come to all of us. We shall miss his cheerful personality.

Both branches of the legal profession desire respectfully to associate themselves with your Lordship's expression of deep sympathy with Mrs. Haywood and Mr. Haywood's relatives in their bereavement.

The Acting Chief Justice: I will direct that record of these proceedings be entered by the Registrar and that a letter be sent by him to Mrs. Haywood.

LOSS OF THE "SHAHZADA."

CAUSE OF DISASTER A MYSTERY.

CALCUTTA, August 23rd. The sinking of the *Shahzada* has provided another mystery of the Bay of Bengal.

The Marine Court of Inquiry has found that the cause of the foundering was water finding its way into the interior of the vessel. What caused the water to enter was not known.

The opinion is expressed that the loss was not due to the default of any officers, that everything possible was done in the short time available before the vessel foundered and that all members of the crew who came to the surface were rescued. The victims died doing their duty.

Seven European and 14 Indian members of the crew of the British cargo steamer *Shahzada* were drowned in the sinking of the vessel in the Bay of Bengal on July 14th. There were 51 survivors.

The vessel was bound for Burma with a cargo of coal and sank so rapidly that there was no time to launch the lifeboats. Five boats broke away from the sinking vessel and the survivors swam to them.—*Strait Times*.

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NEW ADVERTISEMENTS.

HONG KONG HOCKEY CLUB.

THE ANNUAL GENERAL MEETING will be held on MONDAY, 5th SEPTEMBER, at 5.30 p.m. in the Lecture Room at Voluntary Headquarters (by kind permission of T. P. SANDERSON, Hon. Secretary.

HONG KONG FOOTBALL LEAGUE.

THE MANAGEMENT COMMITTEE of the above League will meet at Voluntary Headquarters (by kind permission of T. P. SANDERSON, Hon. Secretary) on TUESDAY, 5th SEPTEMBER, at 5.30 p.m. to make arrangements for the League Competition for the coming season. Club Secretary's are invited to be present.

W. E. HOLLANDS, Hon. Secretary.

UNIVERSITY OF HONG KONG.

NOTICE.

MATRICULATION, SENIOR AND JUNIOR LOCAL EXAMINATIONS.

DECEMBER, 1927.

NOTICE IS HEREBY GIVEN that the above examinations will begin on MONDAY, 12th DECEMBER, 1927. Forms of Entry and Copies of the Regulations and the Syllabus can be obtained on application to the Registrar.

Entry Forms duly filled in, should reach the Registrar, together with the Statutory Fee, on or before the 17th SEPTEMBER, 1927. Fees shall be paid in accordance with the following Scales:—

MATRICULATION AND SENIOR LOCAL EXAMINATIONS... H.K. \$20.
JUNIOR LOCAL EXAMINATIONS... H.K. \$12.

Candidates offering more than five Subjects for Matriculation, Senior and Junior Local Examinations will be charged an Additional Fee of \$1.00 for each Subject so offered.

An Additional Fee of \$5.00 will be charged for EACH of the following Subjects:—Foreign Languages other than French and Portuguese; Higher Mathematics; Hygiene and Physiology. The following Scholarships, further particulars of which may be obtained from the Registrar, will be awarded on the Results of the Matriculation and Local Examinations:—

(1) Two Peace Memorial Scholarships, each of the value of £200 per annum, open to British Boys only.

(2) Two King Edward VII Scholarships of the value of £200 per annum, open to British Subjects only.

(3) One Hong Kong Government Educational Scholarship, open to Girl Candidates from Hong Kong Schools.

(4) One Hong Kong Government Educational Scholarship, open to Boy Candidates from Hong Kong Schools.

(5) Four Hong Kong Government Studentships-in-Training, open to Candidates from Hong Kong Schools.

(6) One Hewitt Memorial Scholarship of the value of \$300 per annum.

(7) Four Montague French Prizes - Two of the value of \$50 each for Matriculation and Senior, and Two of the value of \$25 each for Junior.

Bound Copies of Examination Question Papers, set at Past Examinations, may be obtained from the Registrar at \$1.00 per set.

W. B. FINNIGAN, Registrar.

31st August, 1927. [5276]

HONG KONG CLUB.

NOTICE.

THE SEVENTH YEARLY DRAWING OF 20 DEBENTURES (2000 Issues - \$500 Each) of the HONG KONG CLUB, Payable on FRIDAY, the 30th SEPTEMBER, 1927, will be held in the Club House, at 11 o'clock a.m. on THURSDAY, the 8th SEPTEMBER, 1927.

Bearers of Debentures are invited to attend the Drawing.

By Order, A. H. ABBAS, Acting Secretary.

Hong Kong, 27th Aug., 1927. [5263]

HONG KONG CLUB.

NOTICE.

IN Terms of Debenture Conditions Nos. 12, 13 and 14, NOTICE IS HEREBY GIVEN that the DRAWING OF 20 ADDITIONAL DEBENTURES (2000 Issues - \$500 Each) of the HONG KONG CLUB, Payable on SATURDAY, the 31st MARCH, 1928, will be held in the Club House, at 11 o'clock a.m. on THURSDAY, the 8th SEPTEMBER, 1927, immediately after the SEVENTH YEARLY DRAWING OF 20 DEBENTURES.

Bearers of Debentures are invited to attend the Drawing.

By Order, A. H. ABBAS, Acting Secretary.

Hong Kong, 27th Aug., 1927. [5264]

NOTICE.

MONIES Up to \$100,000 are Available for Investment on 1st Class Mortgage Security subject to a Trustee Valuation.

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INTIMATIONS.

PUBLIC AUCTION.

THE Undersigned have received Instructions to Sell by PUBLIC AUCTION ON MONDAY, 5th SEPTEMBER, 1927, COMMENCING AT 9.30 A.M.

H.M. NAVAL YARD DEPOT, Kowloon.

OLD AND SURPLUS VICTUALLING STORES

ON VIEW FROM FRIDAY, 2nd SEPTEMBER, 1927, Comprising:—

Table Linen, Implement, Serge, Flannel, Remnants, Blankets, Sundry Articles of Mess and Table Gear, Electro Plated Ware, Seamen's Clothing, etc., etc.

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This Lot is situate at KOWLOON BAY.

A FISH POND situate at NEW KOWLOON INLAND LOT No. 8 in the NEW TERRITORIES.

LOT Nos. 5905 and 5915 in SURVEY DISTRICT 1 in the NEW TERRITORIES (Agricultural Lots).

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Vendors' Solicitors,

5, DES VOGES ROAD CENTRAL, OR TO

Messrs. LAMBERT BROS., The Auctioneers,

No. 8, DUNDRELL STREET, Hong Kong, 15th Aug., 1927. [5233]

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AND

PRINCE'S BUILDING, CHATER ROAD.

Apply S. J. DAVID & CO.

PRINCE'S BUILDING, CHATER ROAD. [5]

INTIMATIONS.

Verses for the Week.

"The man's sympathetically mad. Who drinks the best, yet can be sad." (RABBIT).

"Let other poets raise a fracas. 'Bout vines and wine, an' drunken Bacchus. An' crabbit names and stories wrack us. An' grate our lugs. I sing the voice Scotch malt can mak us. In glass or jug. As with new wine intoxicated both. They swim in mirth, and fancy that they feel Divinity within them." (BURNS).

DEWAR'S "WHITE LABEL" SCOTCH WHISKY OF GREAT AGE. AWARDED 50 GOLD and PRIZE MEDALS! It Never Varies. SOLE AGENT:—A. S. WATSON & CO., LTD. WINE AND SPIRIT MERCHANTS. PHONE C. 616. ESTABLISHED 88 YEARS. [50]

ROOMS.—Hong Kong, Kowloon single, double, flats furnished or unfurnished. Flat for disposal with furniture. House \$20/30/00 wanted. Also 30,000 Sq. ft. land on Peak. SMALL INVESTORS. Tel. C. 4630.

WANTED.—5/6 ROOMED HOUSE. Lease. Mid-levels or near Peak. Tel. C. 4630. Apply Box No. 5121, c/o Hong Kong Daily Press. [5121]

DEATH. SWEENEY.—On August 31st, THOMAS FRANCIS, the infant son of Mr. and Mrs. N. SWEENEY, Chinese Maritime Customs. [5278]

Hong Kong Office: 11, Ice House Street. London Office: 21, Bride Lane, Fleet Street, E.C. 4.

Two Chinese cases of enteric fever were reported on Tuesday.

Local Chinese newspapers report that three officials of one of the local labour guilds have absconded with \$13,000 of the guild funds.

Among the passengers arriving here by the s.s. Tonda from Japan yesterday morning, were Capt. and Mrs. Charnock, and the Rev. G. F. Stopford.

All the vernacular papers state that there is no confirmation of a rumour of the arrival of Marshal Chiang Kai Shek in the Colony en route for Europe.

Mr. J. Buchanan, chief engineer of the dredger *Tembakul*, which arrived in Penang a while ago to carry out work on Weld Quay, has been missing since Saturday.

A fine of \$50 or four weeks' hard labour was imposed on a Chinese who was arrested in Connaught Road Central on Tuesday. On his person was found 134 Po Piu tickets.

Mr. B. D. F. Beith was among those arriving here yesterday morning by the *Empress of Asia*. The vessel had a large passenger list, including over 240 Chinese steerage passengers for this port.

A Chinese boy, aged 15, has been sent to the Kowloon Hospital suffering from injuries to his shoulder and right arm caused by a fall while climbing a tree opposite the Kowloon City police station.

persons insured under these Acts in the course of the past three years has been greatest in the South-East of England—this is, in the area east of a line drawn from the Wash to Portsmouth.

Among the trades that have shown the most marked activity have been those associated with the building industry, cement manufacture, roofing, tiles, fittings, stoves, paints, ironmongery, furniture, and, needless to say, bricks. One firm in the Eastern area is turning out two million bricks a day, and its machinery is running for twenty hours of the twenty-four. Included in other industries that are prosperous are those concerned with the manufacture of motor cars, electrical equipment, tinplates, wireless apparatus, and the production of sugar from beet for which the Government offers a substantial subsidy to farmers and the beet sugar factories. No doubt it has escaped the notice of many that there is so much activity in the area in question because of the absence of tall chimneys and big buildings begrimed with dust. There is, fortunately, no Black Country with its repellent ugliness in South-Eastern England.

The Chief Inspector shows how industries may rise and wane, and altogether disappear as a result of changes in fashion or in the habits of the people. The craze manifested by women for short hair in the last few years has killed the trade in hairpins, and the making of hair-pads, hair nets and veils. The thousands of workers who were formerly engaged in the manufacture of blouses and lace now find themselves, as Othello lamented, "with their occupation gone." The tremendous increase in transport facilities by motor conveyances has affected trade. In the country districts the number of tailors, milliners, dress-makers, carpenters, blacksmiths, and saddlers has diminished. The villagers are able to shop in the towns.

There are some who will, perhaps, regret the passing of the village dressmaker if only because there is nothing now to denote the country maiden from her cousin in London, for both are turned out smartly and equally well, and distinctions in dress are gone, presumably for ever. So, too, the village blacksmith with his brawny arms has vanished—on nearly so—from under the spreading chestnut tree. He has been swept aside by the advance of motoring, or has survived only where he has been wise in time, and has closed his smithy and opened a garage.

The forthcoming wedding is announced of Mr. Clement Lo, clerk, employed at the Banque Francaise Chinoise, and residing at No. 12, Tang Long Street, to Miss Francoise Leon, teacher, residing at No. 132, Queen's Road East.

Passengers due to arrive by s.s. *Kayser* from Home to-day, include:—Mrs. H. Armstrong, Mr. F. Foale, Mrs. Foale and infant, Mr. Foale (Jr.), Miss Foale, Mr. F. C. Goodman, Mrs. Goodman and two children, Mr. T. H. Goeden, Mr. E. Savage, Mrs. Savage and child, Mr. R. B. Wood, Mrs. Wood, Mr. Wood (Jr.), Master Wood, Miss Wood.

Miss Aileen Woods is leaving to-morrow with the "Our Cabaret" Company for the North. She is now busy rehearsing a number of new sketches with the company and, we understand, will also sing selections from her repertoire which has proved so popular in the Colony. The company are opening at the Carlton Theatre Shanghai on September 7th.

At a recent meeting of the Penang Poppy Day Committee, over which Mrs. J. J. Sproule presided, Mr. Dawson said the Ex-Services Association was in a strong position. They had over \$2,000 on fixed deposit and \$644 in the Benevolent Fund. He did not think they should ask for a rebate this year. A Committee representing the different communities was appointed.

The annual general meeting of the Hong Kong St. Andrew's Society is to be held in the City Hall on Friday, September 16th, at 8.45 p.m., for the purpose of receiving the annual report and statement of accounts for the year ending August 31st, 1927, and of electing officer bearers for the ensuing year. A copy of the report will be published later, when received from the Hon. Secretary.

A Chinese was on Tuesday removed to the Kwong Wah Hospital from No. 22, Reclamation Street, Yauwatt, suffering from a bullet wound in the head. The man who was a seaman on a fishing junk said that the wound was received on August 24th in a fight with pirates in Chinese waters while on a voyage from Saichong to Hong Kong. Several casualties were inflicted on the pirates by the junk's crew, and the bandits were eventually driven off.

Among the passengers arriving at Hong Kong by the s.s. *Chenon* from Shanghai were the members of the Broadway Folies Company which is to give a short season at the Queen's Theatre beginning to-day. The company includes Mr. Joseph Chapiro and Miss Helen Cook, late principal dancers with the New York mid-night Revenue, Sgr. Adolfo Bellotti, a well known tenor, late of the Metropolitan Opera Company, and seven young ladies of the ballet. Charles Hugo, well-known in Hong Kong as former manager of the Star Theatre, who is accompanied by Mrs. Hugo. The Broadway Folies are on their way to Manila in the course of a tour of the world and their visit to Hong Kong should give much pleasure to local theatre-goers.

QUEEN OF THE NETHERLANDS. HER MAJESTY'S BIRTHDAY COMMEMORATED.

CONSULATE-GENERAL "AT HOME."

An "at home" was held at the Netherlands Consulate-General Chancery yesterday morning in honour of the birthday of Her Majesty Queen Wilhelmina of the Netherlands.

Guests were received by Mr. A. Methofer, Consul, and acting Consul-General for the Netherlands, and included H.E. the Governor (Sir Cecil Clementi, K.C.M.G.), and H.E. Major-General C. C. Luard, C.B., C.M.G. (General Officer Commanding South China Command), with their respective A.D.C.'s. There were also present representatives of the Consular bodies.

H.E. the Governor proposed the toast to the Queen of the Netherlands, and the toast to H.M. King George V. was submitted by Mr. Methofer.

Among the many callers at the Chancery were the following:—The Hon. Mr. W. E. L. Shenton, the Hon. Dr. R. H. Kotewall, Commodore Pearson, R.N., Sir Robert Ho Tung, Sir Shou Son-shou, Captain H. B. L. Dowbiggin, Mr. and Mrs. P. Marks, Mr. and Mrs. A. O. Rucker, Mr. and Mrs. Van Heurn, Mr. and Mrs. C. de Bruyn, Mr. and Mrs. Van Aadel, Mr. T. H. King, D.C.L., Mr. Deenberger, Mr. C. W. O. Dorsey, Mr. C. Meyer, Mr. W. A. Dowley, Mr. Lo Chung Wan, compradore of the Netherlands Trading Society, Mr. H. M. Hendriksen, and many members of the Consular body.

TUESDAY'S TYPHOON.

OFFICIAL REPORT FROM THE ROYAL OBSERVATORY.

NEARLY 100 INCHES OF RAIN.

We publish below the official report issued by Mr. T. F. Claxton, Director of the Royal Observatory, on the typhoon which passed between Gap Rock and Hong Kong at 4 p.m. on Tuesday.

The typhoon probably formed to the east of Pratas on the afternoon of August 30th. It passed near that island in the evening, but caused no more than a fresh breeze. On the morning of August 31st it was shown to the N.W. of Pratas and passed between Gap Rock and Hong Kong at about 4 p.m.

The typhoon was of unusually small diameter and feeble intensity. It is now shown as a depression over South China.

The wind at Gap Rock backed from N.E., force 5, at 1 p.m. to North, force 5, at 2 p.m. and W.S.W., force 5, at 3 p.m.

At Waglan the wind veered from North, force 7, at 2 p.m., to S.E., force 6, at 4 p.m. and S.S.E., force 5, at 5 p.m.

At the Observatory the wind veered from N.N.E. at 11 a.m. to N.E. at noon, E.N.E. at 1 p.m. and East at 5 p.m. At 6 p.m. it veered rapidly to S.S.E.

The highest, squall velocity was at the rate of 57 miles per hour at 2.25 p.m.

The rainfall for the 24 hours ending at 10.30 a.m. yesterday was 1.52 inches, which brings the year's total to 62.86 inches.

Weather Reports.

The morning weather report yesterday forecasted South winds, moderate; overcast with rain at first, improving later.

I also stated that the Japanese depression had moved to Hokkaido.

Last Evening's Report.

The weather report, forecast and remarks for last evening read:—

The Japanese depression is now N.E. of Hokkaido. Pressure is relatively low over China.

Local forecast:—South winds, moderate, cloudy showery.

Shipping Items.

The *Lungshan*, scheduled to sail at 1 a.m. yesterday morning left for Canton at 4 p.m. on Tuesday. The *Taihan* came down in the evening as usual, and the *Lungshan* again came down last night. Thus the schedule has been maintained without alteration, except for the early sailing of the *Dungshan*, which was unavoidable under the circumstances.

The *President Jefferson* did not sail for Manila on Tuesday evening, as scheduled. A notice was posted at the Star Ferry wharves stating that the ship had gone out to anchorage, owing to the proximity of a typhoon, and passengers were asked to remain on shore overnight. The *Jefferson* returned to her berth at the Kowloon Wharves yesterday morning, and sailed later in the day for the Philippines.

West River steamers sheltered when the barometer fell, and arrived here some hours late.

Dismasted Junk.

While on the way to Canton on Tuesday afternoon, the *Lungshan* encountered a dismasted and derelict junk off the West Brothers at 5 p.m., which was apparently abandoned. A notice to Mariners at the Harbour Office states that this wreck is a danger to navigation.

No Damage.

In the absence of reports to the Police and authorities it appears that the wind and rain caused no damage in the way of landlides, etc. A junk is stated to have capsized in the harbour on Tuesday afternoon, but no loss of life has been reported.

The case against the two Chinese charged with the murder of Mrs. Rose Mackay at Chai Wan (near Shaikwan) on August 6th, is to be continued this morning and afternoon at the Central Magistracy, before Mr. R. E. Lindell.

The licensee of the Kowloon Store, a compradore shop at No. 78, Nathan Road, Kowloon, was charged before Mr. W. Schofield at the Kowloon Magistracy yesterday morning with selling to Sanitary Inspector D. W. Phillips, half a pound of lard which, on being analysed, was found to have been adulterated. In imposing a fine of \$50, his Worship said that it appeared to him that the defendant's job supplied that kind of stuff to anyone who asked for lard.

FROM ENGLAND TO CANADA BY AIR.

PRINCESS, AS PASSENGER, IS BLESSED BY ARCHBISHOP.

MONOPLANE ALSO BLESSED.

PRINCESS DAINITY EQUIPPED [THROUGH REUTER'S AGENCY.]

LONDON, August 31st.

The Fokker monoplane *Straphael*, piloted by Colonel F. F. Minchin, and accompanied by Capt. Leslie Hamilton and Princess Lowenstein Wertheim, left Upavon Aerodrome this morning for Ottawa.

LATER.

Princess Lowenstein Wertheim is the first woman to participate in an Atlantic flight.

She arrived at Upavon at dawn in a motor-car accompanied by the Roman Catholic Archbishop of Cardiff and two priests who blessed the aeroplane before the start. They also blessed the Princess.

The latter was dressed in a purple leather flying suit and wore silk stockings and high-heeled furled boots. Her luggage consisted of two attache cases and a hat box.

The machine carries 800 gallons of petrol and two days' food supplies of emergency rations.

Mr. Levine's Intentions.

LONDON, August 31st.

Mr. Charles Levine has announced that if Minchin succeeds in crossing the Atlantic, he will alter his plans and attempt to break the long-distance endurance record by flying eastward.

MR. LEVINE'S NEW PILOT.

APPOINTS MR. WALTER HINCHCLIFFE.

[BRITISH WIRELESS SERVICE.]

ROSS, August 30th.

Mr. Charles Levine, the American millionaire-owner of the aeroplane *Miss Columbia*, in which he flew across the Atlantic as a passenger with Chamberlain, and which he piloted himself yesterday in a sensational manner from Paris to Croydon, has appointed the English airman Walter Hinchcliffe, of the Imperial Airways, to pilot him back across the Atlantic.

The start is expected to be made very soon. Mr. Levine is determined to achieve the feat of flying both ways across the Atlantic.

Mr. Levine, in leaving his hotel in London, paid a visit to Croydon Aerodrome to-day, and was surrounded by an admiring crowd, anxious to see the man who had flown across the English Channel without any experience as a pilot.

[THROUGH REUTER'S AGENCY.]

The Millionaire's "Baby."

LONDON, August 30th.

Mr. Levine has appointed the British pilot, Walter Hinchcliffe, to fly the *Miss Columbia* back to America.

Interviewed at Croydon, Mr. Levine said: "The *Miss Columbia* is my baby, and I would not sell her. When I get to New York I am going to try and reclaim the endurance record for America. My baby can take gasoline sufficient for 45 hours."

Asked how he felt after his first solo flight, Mr. Levine said: "Everybody seemed scared, but all that happened was that I forgot to set the stabilizer for landing. I had it set for level flying, otherwise, all I did wrong was to try and land at 100 miles an hour instead of 60."

He added that his mother, wife and daughter will arrive in London from Paris.

In the evening Levine and Hinchcliffe flew to Cranwell aerodrome to prepare for their trans-Atlantic flight.

French Pilot Paid.

PARIS, August 30th.

Mrs. Levine has handed to Brouhin 100,000 francs, as damages due from Mr. Levine for breaking his contract with regard to the trans-Atlantic flight.

"PRIDE OF DETROIT" IN THE BALKANS.

ARRIVAL IN BALKANS.

[THROUGH REUTER'S AGENCY.]

BEGRAD, August 30th.

The *Pride of Detroit*, with Brock and Schlee, who are flying round the world, has arrived.

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HANKOW TROOPS BEGIN ATTACKS AGAINST NORTHERNERS.

NORTHERN PRISONERS ARRIVING AT SHANGHAI.

SHANGHAI NATIVE CITY UNDER MARTIAL LAW.

NORTHERN GENERAL SENDING FOR REINFORCEMENTS.

Further details are to hand of the Shanghai Defence Force, with particular reference to the forthcoming trooping season, and the British Garrison next winter.

Shanghai Native City has been placed under martial law. General Sun, admitting that he has had severe losses, has requested the Fengtienese authorities at Peking to send him reinforcements to the banks of the Yangtze.

The Hankow troops have got into grips with Marshal Feng's troops on the Lunghai Railway.

Dictator Chang Tso Lin and his subordinate generals have been discussing the vexed problem of how best to deal with Shansi's "Model Governor."

THE COMING TROOPING SEASON.

VESSELS TO BE WITHDRAWN.

THE WINTER GARRISON.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, August 31st. It is officially announced that in pursuance of the policy of the gradual reduction of the British forces from Shanghai the following units will be withdrawn in the coming trooping season:

1st Field Brigade, Royal Artillery Headquarters, 13th Infantry Brigade; 1st Batt. Green Howards; 1st Batt. Borderers; 1st Batt. Middlesex; 1st Devons.

As a result of this the British Garrison in Shanghai, during the coming winter, will consist of the 2nd Batt. Coldstream Guards; 2nd Batt. Suffolk; 1st Batt. Bedford and Hertfordshire Regiments, two replacing battalions from Hong Kong and the 5th Armour-Car Co. and Tank Corps.

THE YANGTZE.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, August 31st. No important change in the Yangtze situation.

[NAVAL WIRELESS.]

ANKING, August 30th. Wuhan troops have reached Anking. An intended attack on Peng Pu is reported.

NANKING, August 30th. Troops have been withdrawn to prepare a position 10 miles south of the town.

SHANGHAI, August 30th. The mill strike is easing off.

HANKOW, August 30th. Most of the heads of all the Nationalist "Government" departments have left, the remainder are awaiting developments at Nanking.

KIANGSI, August 30th. Troop movements down the river continue. Nanking Bluff is apparently deserted.

WUHAN, August 30th. Down bound convoys were heavily fired on from above Morrison Point to-day. H.M.S. Cockchafer returned the fire, and was hit by one shell, doing superficial damage and wounding one rating slightly.

JAPANESE TROOPS IN SHANTUNG.

TOKYO WAR OFFICE STATEMENT.

[THROUGH REUTER'S AGENCY.]

TOKYO, August 30th. The War Office has issued a statement to the effect that, owing to the stabilisation of the situation in Shantung, all the Japanese troops will be withdrawn from Tsingtao on September 7th and 8th.

The Government has also issued a statement in which, after recalling the motive for despatching the troops, it expresses the conviction that "the timely despatch certainly accounts for the fact that notwithstanding such serious disturbances, we have been able to carry out the protection of our residents satisfactorily, and prevent the occurrence of any untoward event."

Will Return if Necessary. It concludes with the warning, "In the event of peace and order being disturbed in the future, not only in the aforementioned district but in any part of China, where many Japanese reside, and it is feared that the safety of our residents may be affected, the Government may be constrained to take such self-defensive steps as the circumstances require."

GERMAN EXPLORER MURDERED.

REPORTED SZECHUAN TRAGEDY.

VAGUE STATEMENT.

[THROUGH REUTER'S AGENCY.]

LONDON, August 30th. A sensation has been caused in Germany by the report that the well-known German explorer, Fichner, and two other foreigners have been murdered in Szechuan by Tibetan tribesmen.

The China Inland Mission, while it has not received confirmation of the report, is of opinion that it may refer to the party which included the missionary Mathewson, who wrote to the headquarters of the Mission in April saying that he and two or three other persons proposed to go to India from China via Tibet.

END OF A SEVEN YEARS' STRUGGLE.

THE FINANCIAL ASPECT.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, August 31st. Mr. Feliciani, treasurer of the Boston Defence Committee, states that the seven years' struggle to save Sacco and Vanzetti cost over \$350,000, of which the communists of the United States had contributed under \$6,000, while the \$1,000 reported to have been sent by the Third International from Moscow had not been received.

ATTACKERS OF AMERICANS

WHAT THE MEXICAN GOVERNMENT PROMISES.

[REUTER'S AMERICAN SERVICE.]

NOGALES, ARIZONA, Aug. 31st. A telegram from Guadalajara states that in connection with the execution of Sacco and Vanzetti, the Mexican Government have ordered the immediate execution of anyone attacking Americans.

WOMAN INCITER TO RIOTING.

SENTENCED TO A YEAR'S GAOL.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, August 30th. The Boston Municipal Court has sentenced Miss Donovan, a member of the Sacco-Vanzetti defence committee, to one year's imprisonment, for inciting people to riot and for distributing anarchist literature.

She has appealed against the sentence, and has been released on bail.

U.S. COTTON MARKET.

ANOTHER "BULLISH" TENDENCY.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, August 30th. A Government report states that the boll weevil is still active in the cotton areas, notably in West Arkansas, Mississippi, Alabama and Eastern Texas.

The foregoing report has excited the New York Stock Exchange, and created a "strong bullish tendency. Prices fluctuated, reaching within 25 points of yesterday night's close.

Indian Duty Approved. SIMLA, August 30th.

The select committee dealing with the Cotton Yarn Bill, by a small majority, approved the specific duty of 15 annas per pound for imported yarn.

FRANCO-JAPANESE PROTOCOL.

NAVIGATION PRIVILEGES.

[THROUGH REUTER'S AGENCY.]

PARIS, August 30th. A Franco-Japanese protocol has been signed mutually granting most-favoured-nation treatment in connection with navigation in Japan and Indo-China, but not granting Japan any special privileges at present enjoyed by her nationals in certain districts adjoining Indo-China.

"MAN'S DESCENT."

DARWINIAN THEORY FUNDAMENTALS.

PRESIDENT OF BRITISH ASSOCIATION'S ADDRESS.

[THROUGH REUTER'S AGENCY.]

LONDON, August 31st.

Sir Arthur Keith, in his Presidential Address to the British Association at Leeds on "Darwin's Theory of Man's Descent As It Stands To-day," said that an enormous body of new evidence had accumulated during the past 50 years, but the fundamentals of Darwin's outline of man's history remained unshaken.

Sir Arthur Keith was "convinced that it never can be shaken that man had been traced through fossil remains and stone implements backwards to the beginning of the Pleistocene Period, at least for 500,000 years—perhaps three times that amount—and that man had even been traced into an earlier Pliocene Period, which had endured for at least a quarter of a million years.

All evidence supported the conclusion that man had arisen, as Lamarck and Darwin suspected, from the anthropoid ape, which was not on a higher zoological scale than the chimpanzee and that the date at which the human anthropoid lines of descent diverge lies near the beginning of the still earlier Miocene Period.

On a modest scale of reckoning that "gave man the respectable antiquity of about a million years."

All the evidence gathered by anatomists, embryologists, physiologists and psychologists supported the conviction that man's brain evolved from the brain of the anthropoid ape, and that in the process no new structure had been introduced and no new or strange faculty interpolated.

ARGENTINE LOAN.

OVER-SUBSCRIBED IN NEW YORK.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, August 30th.

The Argentine loan, for refunding the debt on the Argentine State Railways, underwritten here, has been over-subscribed.

MR. RAMSAY MACDONALD'S "VICES."

UNREPENTANT AFTER ILLNESS.

I like the spirit in which Mr. Ramsay MacDonald declares, after his long illness, that he now insists on going on with his life as before. "I shall continue all my vices," he says. "I shall turn over no new leaf. I am not going to take care of my health any more than I did before. The work has got to be done, and nobody wants to be put on the shelf. I am going on, whatever the consequences."

After all, almost any man would think a few years of his own life better than a cycle of the sort of life his doctors might advise him to lead, and men of determined spirit often triumph surprisingly over their physical weaknesses apparently by ignoring them.

Lord Balfour, as a young man, was advised to live an invalid's life, spending all his winters abroad, and is now playing tennis at seventy-nine. Lord Roberts was advised against an active life in his early youth, but survived his soldier's career and lived to be eighty-two. I hope Mr. MacDonald will equally justify his faith in his own constitution.—*Evening Standard.*

ROYAL GARDEN PARTIES.

The Royal garden parties always strike me as being much more difficult functions for the King and Queen than the more formal Courts, and I have never known anybody attending a Buckingham Palace garden party for the first time who was not greatly impressed by the skill and tact and sheer physical endurance shown by their Majesties during that hour-long tour from the terrace to the Durbar tent.

The Buckingham Palace gardens are now in much greater beauty than when the Royal garden parties in their present form were instituted. Then there was a strict war-time economy in flowers, and the lake was lowered and overgrown as an air-raid precaution.—*Evening Standard.*

ANOTHER PIRACY.

INDO-CHINA CO.'S "YAT SHING" THE LATEST VICTIM.

PIRATES BOARD HER AT SWATOW AND ATTACK TWO HOURS LATER.

CONTROL THE VESSEL AND BRING HER TO BIAS BAY.

Bias Bay pirates have again become active. Hardly had the news reached the Colony that a China Merchant steamer had been pirated than the piracy of another British steamer is reported.

The s.s. *Yat Shing*, one of the Indo-China Steam Navigation Company's steamers, which plies between Hong Kong, Swatow, and Shanghai, came into port last night, with the news that she had been pirated and taken to that pirate-infested haunt, Bias Bay.

The pirates, about 20 in number, boarded the steamer at Swatow in the guise of deck passengers and within two hours of sailing from that port on Monday they made their presence known.

Fortunately, the pirates although displaying arms and firing them in the air, did not shoot anyone, although they threatened to do so in case of resistance. They escaped with part of the general cargo and loot (money and jewellery, etc.) from the deck passengers, roughly estimated at \$10,000. Probably the value of the personal property taken is more, in addition to the cargo taken, but this cannot be ascertained at present.

SECOND INDO-CHINA STEAMER.

The *Yat Shing* is the second Indo-China steamer to fall into the clutches of pirates this year, and curiously enough she is on the same run, and was also pirated after leaving Swatow, as was the *Hop Sang* in March of this year.

Only brief details were obtainable at a late hour last night, the officers being too fatigued after their nerve-racking experiences to grant interviews. Some of them had been on duty on the bridge and in the engine room for 24 hours at a stretch.

It appears that the *Yat Shing* left Hong Kong for Shanghai, via Swatow, on Sunday of this week at noon, carrying from this port about 600 tons of general cargo, and only five Chinese passengers, and three European passengers, two from Hong Kong and one from Canton.

Swatow was reached at 6.52 a.m. on Monday, and at that port a cargo of 1,000 tons of general goods was taken on. There also embarked one Japanese lady and two children, and about 150 Chinese deck passengers.

PIRATES MAKE THEMSELVES KNOWN.

Adopting the usual method the pirates emerged from among the deck passengers and immediately set about securing the control of the ship.

At the time, 9 a.m., the second officer (Mr. C. Harris) was on the bridge. On duty in the engine room was the third engineer (Mr. E. Grainger). The other officers were in the mess room.

Numbering about 20 the pirates divided into groups. One group attended to the steerage and other passengers, another took charge of the bridge, and others the officers and the engine room.

The officers in the mess room were held up at the point of the revolver and were confined there for some time. They were shifted from room to room, but the heat and closeness of the confinement became unbearable, and they were eventually all transferred into the saloon which, although small, was considerably more airy than cabins and mess room.

Passengers were dealt with similarly and the deck passengers were confined to one part of the ship.

THOSE ON DUTY.

The second officer and the third engineer had the worst experience. They had to remain on duty for 24 hours without leaving their posts. The second officer was forced to remain on the bridge, and the third engineer had to remain in a hot engine-room, until the pirates had left the bridge. With him were the engine room crew on duty at the time, and on the bridge with the second officer was a Chinese quartermaster, while other members of the crew not needed were kept under strict surveillance.

Nothing further of note happened until the ship anchored seven miles off Sam Chau Inlet, Hong Hai Bay.

THE FIRST ALARM.

The first sign that there were pirates on board came through shouting and the firing of shots aft of the bridge. Almost immediately eight men rushed up on the bridge, all armed with revolvers. Others, it is understood, took charge of the engine room and its European officer in a similar manner.

The pirates on the bridge surrounded the second officer, dug their revolvers into his rib to show him they meant business and were not to be trifled with, while others kept their weapons pointed at his head.

By gestures they conveyed to him that they wanted the ship turned around from the Shanghai direction. Through the quartermaster at the wheel, the second officer was given to understand that the pirates wanted the ship put on a course for Bias Bay. This was done, and in the meanwhile some of the gang had visited the chart room, and other parts of the ship and confiscated all the arms and ammunition.

TO BIAS BAY.

The No. 1 comrade (Mr. Tsai Chiu) was brought up to the bridge to act as interpreter, and he was told to tell the second officer to take the ship to Chialang Point (in the neighbourhood of Bias Bay, and a spot well remembered in connection with the *Summing* piracy last November). They said they wanted to go out of the usual course, but it was explained to them that it was dangerous to navigation to do so.

The pirates made no demur, and consented to the right course, being taken to Bias Bay.

OFFICERS THREATENED.

The officers were told that if any ships that passed were signalled, or any communication made to them, the consequences would be dire for the European officers. The second officer was also told that if any ships passed and signalled as to why the *Yat Shing* was going on that course she was to reply that they had boiler trouble and were returning to Hong Kong for repair.

During the first four hours after the pirates had obtained control of the steamer eight or nine ships passed, going North, but no signals were made by any of them.

The pirates continued to reiterate their threats to the officers that if any signals were made by the *Yat Shing* all the white officers would be instantly shot, a threat which the pirates appeared to be ready to fulfil if occasion demanded.

Nothing further of note happened until the ship anchored seven miles off Sam Chau Inlet, Hong Hai Bay.

(Continued on next column.)

FAR EASTERN OLYMPIAD.

LATEST RESULTS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, August 31st.

The Philippines unexpectedly won the swimming championship yesterday evening. The Japanese today clinched the baseball championship, also the Pentathlon and Decathlon which, with the track and field wins, gives them three points. China won at football, beating the Philippines to-day by 3-1. Tennis, basket ball, and volley ball have not yet been decided.

EVERYTHING QUIET.

After the anchor was dropped the captain of the ship was allowed on the bridge, this was at 11 p.m., twelve hours after the vessel had been taken over by the pirates. Following the dropping of the anchor, the Master and Second Officer were allowed to have their camp beds on the bridge and lie down, but, needless to say, they did not get much sleep. The second officer, had been on the bridge since the morning, and did not come off it until yesterday morning.

Everything remained quiet until 4 a.m. yesterday, when the Captain and Second Officer were told by the pirates that some ships appeared to be coming in their direction where they were anchored. The pirates were assured, however, that the ships were not coming their way, and all remained quiet again.

PIRATES DECAMP.

At 5.29 a.m. yesterday, the anchor was drawn up and the ship was taken within a quarter of a mile of Sam Chau Inlet. Three lifeboats were lowered and were loaded with articles from the general cargo, much of the loot comprising provisions, including tinned food from the steward's stores.

Before leaving the ship, the pirates thoroughly searched all the deck passengers, robbing them of personal articles, such as jewellery, money and clothing. The officers did not lose much. Some of the jewellery was taken, but none of them, so far as is known, lost any money.

Eight deck passengers, together with the master of the *Yat Shing*, were forced into one of the lifeboats. The last boat with the pirates left the ship at 9 a.m. Only one trip was made, and that direct to the shore. At 10.45 a.m. the boats returned to the *Yat Shing*, bringing back the Captain and also one of the passengers, the other seven Chinese having apparently been held as hostages.

BACK TO HONG KONG.

As soon as the boats were hoisted, the *Yat Shing* steamed for Hong Kong, to inform the authorities what had happened.

On arrival here last evening, about 5.30, the police boarded the *Yat Shing* and were engaged practically all night in taking statements from the European officers, while Chinese detectives thoroughly questioned the Chinese deck passengers.

It is learned that at least ten cases of provisions were taken from the cargo, but it is thought that the remainder of the cargo was not touched. There was no specie on board.

As a rough estimate, loot from the deck passengers is placed at \$10,000. One passenger claims to have been robbed of \$2,000. Exactly what was taken from the passengers cannot yet be ascertained.

It is not known when the *Yat Shing* will sail, but it is hardly likely that she will be free to go to-day.

THE OFFICERS.

The *Yat Shing* carries six European officers and a crew, including comrade, stewards, engine-room staff, deck-hands, etc., of 80.

The officers are: Captain G. H. Hodgson (Master), Mr. J. R. Middenway (Chief Officer), Mr. Charles Harris (Second Officer), Mr. C. E. Livingstone (Chief Engineer), Mr. A. Glass (Second Engineer) and Mr. E. Grainger (Engineer).

SIZE OF CAPITAL SHIPS.

U.S. WISH FOR INCREASE.

A JUTLAND REMINDER.

There is a good deal of food for thought in the statement made by Mr. Hugh Gibson that when the Washington Agreement expires in 1933, "America may consider it necessary, for technical reasons, to build bigger battleships than 35,000 tons." What technical reasons? The obvious answer is that such an increase in fighting power will be thought as to render it impossible to compress all the aggressive and defensive features into a displacement of 35,000 tons. As we must assume that Mr. Hugh Gibson had very good grounds for making this statement we can only conclude that the United States naval authorities are thinking in terms of very distinct rivalry against the time when they will be free to expand capital ship tonnage as they may choose. For it is only the spirit of rivalry which can justify any decision to "go one better" than any other Power. True, this has been a governing principle in naval construction for untold years. But it only became accentuated with the progress of mechanical development. The inevitable result was to carry the competition to a stage when the tacticians cried "halt!" wondering where the materialists would ultimately land them if the insensate competition were not checked.

We now have the 18-inch gun, capable of firing at a range of 22 nautical miles, and possibly further. We now have armour estimated to be capable of resisting this fire at seven miles. Are not such weapons and such a shield enough? Our own Admiralty evidently thinks they are more than enough since it is prepared to reduce battleship displacement to 25,000 tons, and heavy guns to 13.5-inch. The Americans, if we may judge by Mr. Hugh Gibson's statement, do not think such weapons and such a shield are enough. They want to increase both, for this may be the only explanation of "technical requirements" which would necessitate resuming the old competition of size. Is there nothing to be learnt from experience? At Jutland the Germans had nothing heavier than 12-inch guns, and the largest proportion of their main armament consisted of 11-inch guns. We had 15-inch, 13.5-inch, and 12-inch guns, and a good many more of them. Yet the simple truth is that the German fired many more rounds and inflicted heavier loss, and, probably, more damage. The battle was not to the strong in the matter of armament. Our shooting was good; the enemy has admitted this. The bigger gun always brings the antidote in heavier armour. The limit to effective range in a naval engagement is set by visibility. It is of no value to be able to fire at an enemy you cannot see. There is a good deal of talk about the heavier "smashing blow" or the bigger projectile, but the unpalatable truth is that the Germans, with their lighter ordnance, did quite as much "smashing" at Jutland as did our own ships—Naval and Military Record.

WHITE BREAD VERSUS BROWN.

THOROUGH TEST BY SCIENTISTS.

The controversy on the relative merits of brown and white bread, which has created enormous interest, shows no abatement. Letters from scientific men in favour of one or the other continue to come in by every post. Sir W. Arbuthnot Lane's championship of brown bread has produced many statements seeking to substantiate his contentions. On the other hand, the pronouncement made by Sir Thomas Horder and a number of important dietetic experts appears to show that the merits of white bread have not received full justice, and that in their view white bread is just as good as brown bread.

Experts.

The only possible way in which the controversy can be brought to a satisfactory conclusion is by the institution of a complete scientific investigation of the subject. The *Daily Express* has decided to open such an investigation, and to appoint a committee of experts to test, weigh, examine, and experiment in the widest possible manner, and to report the result of its investigations.

The value of bread as a staple of life needs no elaboration, and the report of such a committee will be of the greatest possible importance throughout the civilized world. The names of the proposed committee will be published after the holidays.

SPEAR SOCIETIES IN HONAN.

RED, YELLOW, AND GREEN.

FANCHUO, HUPEH, JULY 31st.

On account of acute wholesale brigandage which the garrisoning troops do not take steps to suppress, the various Spear Societies—Red, Yellow, Green—have again come into existence. The Spear Boxers are more active than they were in the past. When your correspondent travelled through Southern Honan during last April, May and June, all was quiet with the existence of the Spear Boxers. There were no bandits. But during his several months' trip through the same area during the corresponding months of the current year, he did not travel so safely as he did last year.

The garrisoning forces at Shekichen, Yuanan and Tanghsien are under the command of General Hsu Shou Chuen (formerly the 16th Division) who has recently become affiliated with the Kuomintang Army at Nanyangfu under Commandant Fang Cheng Wu. Letters received from Shekichen by local merchants assert that the Government soldiers busily engage themselves in raising contributions and collecting foodstuffs from the toiling farm-men instead of taking action to suppress and stamp out the bandits who do harm to the sources of their supply.—*Hankow Herald*.

NEWS FROM BIAS BAY PRISONERS.

KIDNAPPED BOY WRITES FOR RANSOM.

With reference to the eight Chinese who were kidnapped when some pirates attacked the *S. S. Solitaire*, a few weeks ago, the *Veracruz* press now says that the parents of a Chinese boy, named Young Kam On, a school-boy of St. Paul's College, Hong Kong, one of the eight captives, received a letter yesterday from the boy stating that early negotiation with the pirates would be advisable.

The writer adds that his parents should get into touch with the pirates, some of whom are now known to be in Hong Kong or Macao, and that once the go-betweens can be found, talking the matter over with the pirates will be an easy thing.

PASSENGERS.

ARRIVALS.

Per *s.s. Tando*, from Japan, on August 31st.—For Hong Kong: Mr. G. F. Stopford and Capt. and Mrs. Charnock. Among passengers passing through Hong Kong were: Miss V. Crawley, Miss M. Crawley, Mrs. M. C. Overell, Miss B. Overell, for Brisbane; Hon. H. M. Doyle, Mrs. L. Jones, for Sydney; Mr. W. Holman James, Mrs. Holman James, Miss A. B. James, Mrs. John Smyth, Mr. and Mrs. Henry Russell, Mr. W. E. Haggerston, Mr. J. M. Kerr, and Dr. J. S. Batty, for Melbourne.

Per *s.s. Empress of Asia*, from Vancouver via Japan ports and Shanghai, on August 31st.—Miss M. Jacob, Mrs. D. Davis, Miss N. Farr, Mrs. B. Smith, Major E. J. Groves, Mrs. M. H. Joyce, Capt. I. D. Erskine, Mr. J. E. M. Bland, Mr. C. V. R. Blundell, Lt. A. V. H. Pein, Miss A. L. Papham, Dr. S. T. Wong, Mr. E. Hershman, Mr. J. Anderson, Mr. B. D. F. Beth, Mr. G. E. and Mrs. B. Bell, Masters B. W. and R. S. Bell, Mr. L. Chen, Mr. P. Y. Chong, Mr. M. T. Chen, Mr. V. Chan, Mr. M. O. Ko, Mr. W. L. Chow, Mr. C. W. Chang, Mrs. L. F. Drakeford, Mr. J. Elder, Mr. R. Ellis, Mr. S. J. Ho, Mrs. W. H. Ho, Mr. M. C. Hindus, Mr. J. W. Kennedy, Mr. I. Calkender, Mr. C. P. Kwan, Mr. K. Ho, Mr. B. Bauff, Mr. R. D. Ling, Mr. W. Y. Mar, Mr. H. Millar, Mr. Geo. and Mrs. Maggey, Mr. P. N. and Mrs. So, Mr. W. A. Stewart, Mr. J. Sammers, Mr. W. Smith, Miss S. Sandys, Mr. J. Trumbull, Mrs. and Miss Tai, Mr. and Mrs. P. M. Wong, Mr. P. L. Wong, Mr. L. Shoffer, Mr. C. C. and Mrs. Tang, Mr. B. Yang, Mr. Beith, Mr. A. Carnaro, Mr. C. S. Chow, Mr. and Mrs. Fischer, Miss S. Wei, Mr. S. K. Wong, Mr. L. R. Wong, Mr. L. R. Hyde, Miss S. Beattie, Mr. W. S. L. Bartram, Mrs. A. A. Dand, Master A. A. Dand, Miss D. Hansen, Miss A. Klingmann, Mr. O. W. McMillen, Mrs. McMillen and two children, Mr. J. Ashen, Mr. D. Ashen, Mr. R. Brown, Mr. C. E. Brown, Mr. K. Jackson, Mr. K. N. Marshall, Mrs. Y. K. Moon, Mrs. S. M. Nagel, Miss F. Nagel, Miss T. Hukelcher, and Mr. W. S. L. Bakewell. Among passengers passing through on their way to Manila were: Mr. D. G. Beebe, Mr. N. C. Downes, Mr. A. H. Forrester, Mr. S. F. and Mrs. Gaches, Mr. H. and Mrs. Kelley, Miss F. E. Rogers, Mr. J. Rosenthal, Mr. J. S. del and Mrs. Rosario, Mr. L. Rosario, Miss C. Rosario, Mr. A. Takamatsu, Mr. O. Sanborn, Mr. Gerner, Mr. C. Hyatt, Mr. G. Booleen, Mr. H. C. and Mrs. Amos, and Mr. Wm. H. Amos.

THE "EMPRESS OF ASIA."

ARRIVES FROM VANCOUVER.

Arriving from Vancouver via Japan and Shanghai yesterday, the *R.M.S. Empress of Asia* had 173 cabin passengers (of all classes) for Hong Kong, and for Manila 41. There were 248 steerage passengers disembarking at this port, and six going through to Manila, for which port the liner sails today. The liner brought 329 bags of mail, from Canada, America, and the North.

"Tanda" Arrives.

The *s.s. Tanda* arrived from the North yesterday with five passengers for Hong Kong, and 17 through passengers, she leaves for Australian ports, via Manila, tomorrow afternoon.

VESSELS EXPECTED.

Achilles (Blue Funnel), due Sept. 12th.

Aeneas (Blue Funnel), due Sept. 26th.

Angers (M.M.), due September 13th.

Arifera (E. & A.), due October 3rd.

Benglor (Ben Line), due to-morrow.

Bolton Castle (Dodwell), due Sept. 24th.

Calchas (Blue Funnel), due Sept. 12th.

Capitaine Faure (M.M.), due Sept. 20th.

City of Bombay (Bank Line), due September 3rd.

City of Salford (Bank Line), due October 1st.

City of Tokio (Bank Line), due November 20th.

City of Wellington (Bank Line), due October 15th.

D'Aragnan (M.M.), due September 27th.

Dezade (P. & O.), due December 23rd.

Diomed (Blue Funnel), due October 8th.

Esquillo (Dodwell), due September 15th.

Euryclia (Blue Funnel), due September 8th.

Euryclia (Blue Funnel), due Oct. 25th.

General Mettinger (M.M.), due October 11th.

Japanese Prince (Furness, F.E.), due September 18th.

Kashgar (P. & O.), due November 25th.

Kashgar (P. & O.), due September 20th.

Keemun (Blue Funnel), due Sept. 20th.

Khyber (P. & O.), due to-day.

Lycan (Blue Funnel), due Sept. 5th.

Macedonia (P. & O.), due October 14th.

Malva (P. & O.), due September 15th.

Mantua (P. & O.), due November 11th.

Mongolia (P. & O.), due October 25th.

Morea (P. & O.), due to-morrow about 8 a.m.

Muensterland (H.A.L.), due this morning.

Napora (P. & O.), due this morning.

Nyanza (P. & O.), due September 21st.

Orestes (Blue Funnel), due October 30th.

Phenix (Blue Funnel), due Oct. 31st.

Porhios (M.M.), due November 8th.

Protestant (Blue Funnel), due Oct. 25th.

Sarpedon (Blue Funnel), due Oct. 20th.

Si-Kiang (M.M.), due October 21st.

Sphinx (M.M.), due October 25th.

St. Albans (E. & A.), due Sept. 5th.

Sumatra (Swedish East Asiatic Co., Ltd.), due September 24th.

Talmah (B.I. & Apar), due Sept. 6th.

Taima (B.I. & Apar), due Sept. 10th.

(Continued on next column.)

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION Co.'s STEAMER "NAGPORE."

ARRIVED HONG KONG ON 31st AUGUST, 1927.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORT SAID, ADEEN, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out. Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary Six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Underwriter on or before 20th September, 1927, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns. MACKINNON, MACKENZIE & Co., Agents.

Hong Kong, 31st Aug., 1927. [2280]

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamer "SAARLAND" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf & Godown Company's Godowns at Kowloon, where Delivery may be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th September, 1927, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 5th September, 1927, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

All Claims must reach us before the 15th September, 1927, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

JEBSEN & CO., Agents.

Hong Kong, 31st Aug., 1927. [5277]

THE NEW FRENCH REMEDY THERAPION No. 1 THERAPION No. 2 THERAPION No. 3

For 1 for Males, 2 for Females, 3 for Children. No. 1 for Males, 2 for Females, 3 for Children. No. 1 for Males, 2 for Females, 3 for Children. No. 1 for Males, 2 for Females, 3 for Children.

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CONSIGNEE NOTICES.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "DOCTEUR PIERRE BENOT."

BRIDGE CARGO FROM ANTWERP, DUNKIRK, LONDON, MARSEILLES, &c.

CONSIGNEES are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hong Kong and Kowloon Wharf & Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

All Claims must be sent in to me on or before Monday, the 5th September, 1927, or they will not be recognized.

Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on Friday, the 2nd September, 1927.

No Fire Insurance will be effected by us in any case whatever.

J. LIMAGE, Agent.

Hong Kong, 28th Aug., 1927. [5269]

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "ATHOS II."

BRIDGE CARGO FROM MARSEILLES, &c. ALSO CARGO FROM COGNAC, BORDEAUX, &c.

CONSIGNEES are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hong Kong and Kowloon Wharf & Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

All Claims must be sent in to me on or before Tuesday, the 6th September, 1927, or they will not be recognized.

Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on Saturday, the 3rd September, 1927.

No Fire Insurance will be effected by us in any case whatever.

J. LIMAGE, Agent.

Hong Kong, 28th Aug., 1927. [5270]

NORDDEUTSCHER LLOYD, BREMEN.

THE Steamer "SAARBRÜCKEN" having arrived from BREMEN, HAMBURG and PORT, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the 5th September, 1927, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ash at 10 a.m. on the 2nd of September, 1927.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the Underwriter for countersignature.

MULCHERS & CO., Agents.

NORDDEUTSCHER LLOYD, BREMEN, Hong Kong, 28th Aug., 1927. [5273]

For 1 for Males, 2 for Females, 3 for Children. No. 1 for Males, 2 for Females, 3 for Children. No. 1 for Males, 2 for Females, 3 for Children. No. 1 for Males, 2 for Females, 3 for Children.

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CHINA NAVIGATION COMPANY, LIMITED.

WEIHAIWEI, CHEFOO
& TIENTSIN ... "KUEICHOW" ... On 3rd Sept., 4 p.m.
AMOY, SWATOW &
SINGAPORE ... "ANHUI" ... On 6th Sept., 6 a.m.
AMOY, SWATOW &
SINGAPORE ... "ANKING" ... On 15th Sept., 6 a.m.

SALOON PASSAGE RATES, HONG KONG TO SHANGHAI and
vice versa, Have Now Been Reduced To
\$60 SINGLE AND \$90 RETURN.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
TELEPHONE: CENTRAL 36. Agents.

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"
These New Vessels maintain a Regular Service FROM
HONGKONG TO AUSTRALIAN PORTS
VIA MANILA AND THURSDAY ISLAND.
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
Excellent & Most Up-to-date First & Second Class Passenger Accommodation.
HONGKONG TO SYDNEY—19 DAYS.

STEAMERS	Days Hong Kong on or about	Sailings Hong Kong on or about
"TAIPING"	6th September	18th September
"CHANGTE"	11th October	18th October
"TAIPING"	8th November	15th November
"CHANGTE"	9th December	16th December

For Freight and Passage Apply to—BUTTERFIELD & SWIRE.
TELEPHONE: CENTRAL 36. Agents.

BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"
OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.,
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF EVANSVILLE"	Via Suez Canal	8th September
S.S. "GLAUCOUS"	Via Suez Canal	24th September
S.S. "CITY OF BOMBAY"	Via Suez Canal	8th October
S.S. "THESEUS"	Via Suez Canal	23rd October
S.S. "CITY OF EASTBOURNE"	Via Suez Canal	6th November

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to Change without Notice.

For Freight and Particulars, apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG
HONG KONG & CANTON. JARDINE, MATHESON & Co., Ltd., CANTON.

PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS

TO
BOSTON
AND
NEW
YORK

M.V. "JAPANESE PRINCE" ... 15th September, 1927

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)
Telegrams: Furnprince. King's Building.



LIGNES COMMERCIALES (CARGO-SHIPS).
Monthly Sailings direct to HAMBURG, ROTTERDAM, DUNKIRK—

S.S. "DE. P. BENOIT" due to arrive from DUNKIRK, LONDON,
HAVRE about the 28th August.

SERVICES CONTRACTUELS (MAIL SERVICE)

Steamers	Sailings from Marseilles.	Arr. at Hong Kong & Sailings for Shanghai and Japan.	Sailings from Hong Kong for Marseilles.
ATHOS II	...	12th Sept.	27th Sept.
ANGERS	...	12th Aug.	11th Oct.
D'ARTAGNAN	...	25th Aug.	25th Oct.
GAL. METZINGER	...	9th Sept.	11th Nov.
SPHINX	...	23rd Sept.	22nd Nov.

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
1A Class 1st Class ... 2 2/3 0/0. 1B Class 1st Class ... 2 5/8 0/0. 2A Class 2nd ... 2 7/8 0/0. 2B Class 2nd ... 2 1/2 0/0. 3A Class 3rd ... 2 1/4 0/0. 3B Class 3rd ... 2 1/8 0/0.

Through Tickets to London and Leading Towns of Europe.
Accommodations reserved in the Trains at Marseilles.
(Sailings subject to alteration without notice).

For full Particulars, apply to—
CIE DES MESSAGERIES MARITIMES,
Telephone: Central 740. 3, Queen's Building.

CONSIGNATION—TRANSIT—REPRESENTATION.

Shipping News Arrivals and Departures, etc.

ARRIVALS.

August 30th.
Kenkyu Maru, Japanese str., 3,172
tons, Capt. K. Fukuoka, from
Changwangtao, which port she
left on August 29th, with 3,300
tons of coal, lying at Lai-chi-
kok—Doddwell & Co.

August 30th.
Kathe, German str., 906 tons, Capt.
H. Frandsen, from Canton,
lying at buoy No. C43—
Kwong Mow Tai.

August 31st.
Chipshing, British str., 1,100 tons,
Tientsin and Chefoo. The latter
Capt. D. G. Burleigh, from
port she left on August 28th,
with a general cargo, lying at
buoy No. C33—Jardine, Mathe-
son & Co.

Greiner, Dutch motor ship, 2,723
tons, Capt. H. G. Blits, from
Swatow, with a general cargo,
lying at Stonecutters—Java-
China Japan Lijn.

Duz, Norwegian str., 781 tons,
Capt. P. Ellertsen, from Can-
ton, lying at buoy No. C44—
Grimble & Co.

Empress of Asia, British str., 3,789
tons, Capt. D. L. Douglas, from
Vancouver via Japan ports and
Shanghai. The first mentioned
port she left on August 11th,
with a general cargo, lying at
Kowloon Wharf—C.P.R.

Kaiyo Maru, Japanese str., 1,191
tons, Capt. Y. Okura, from
Swatow, with coal and general
cargo, amounting to 840 tons,
lying at O.S.K. Wharf—O.S.K.

Pheum-pen, British str., 1,065 tons,
Capt. A. W. Hall, from Saigon,
which port she left on August
28th, with rice and general
cargo, lying at buoy No. B11—
Wo Fat Shing.

Poo Tye, Chinese str., 370 tons,
Capt. John Webster, from
Kwong Chow Wan, with gen-
eral, cattle and pigs, lying at
buoy No. B7—Tye Sang S.S.
Co.

Sungshan Maru, Japanese str.,
1,507 tons, Capt. G. Kawamura,
from Shanghai, which port she
left on August 27th, with a
general cargo, lying at buoy
No. C42—N.Y.K.

Tandu, British str., 4,236 tons,
Capt. E. Pilcher, from Moji,
which port she left on August
27th, with a general cargo,
lying at buoy No. A5—Mac-
Kinnon, Mackenzie & Co.

Tonkin, French str., 807 tons, Capt.
P. L. Morvan, from Haiphong,
with a general cargo, lying at
buoy No. C17—Messageries
Maritimes.

CLEARANCES.

August 31st.
Duz, for Haiphong.
Hanoi, for Kwang Chow Wan.
Man On, for Canton.
Cremer, for Singapore.
Soochow, for Swatow.
Sunbon, for Kwang Chow Wan.
Sungshan Maru, for Canton.
Taikwa Maru, for Swatow.
Tonkin, for Haiphong.
Wai Shing, for Swatow.
Wing Wo, for Kwang Chow Wan.

MAILS TO-DAY AND YESTERDAY.

Home mail via Siberia, as well
as Northern, Canadian and Am-
erican mail arrived by the Empress
of Asia yesterday. To-day the
Khyber is due, with Home mail via
Suez, letters and papers being dated
London, August 4th and parcels a
week earlier. To-morrow, the Morea
will arrive from the North with
Home and Europe mail via
Siberia, and she takes the outward
Home mail via Suez on Saturday.
The Khyber takes European mail
via Siberia to-morrow (Friday),
when she sails for Shanghai.

WOMEN'S FLOATING "VARSITY."

TO SUPPLEMENT THE
"RYNDHAM."

CO-EDUCATION AT SEA NOT
A SUCCESS.

A women's floating university
with an enrollment of approx-
imately 300 is coming to Hong
Kong early in March, according to
information received from the local
offices of the American Express Co.
The vessel will supplement the s.s.
Ryndham, now ready to start its
second cruise around the world but
the name of the ship has not been
received.

The women's "cockshell college,"
cruise has been organized by the
University Travel Association,
which is also sponsoring the
Ryndham trip. According to the
association officials, the women's
university is the result of number-
ous requests made by parents and
young women since the "coeduca-
tional feature of the Ryndham was
disregarded."

The Travel Association also has
plans underway to build its own
ships. Plans for the first ship
have already been submitted to
Phelps Brothers & Co., shipbuilders,
for the building of a 23,000-
ton, modern, oil burning ship to
be especially adapted for cruising
and study at sea.



A Hike, Then a Swim

To add to the pleasure and enjoyment of your voyage,
that's why all President Liners have swimming pools.
They are always available and are immensely popular.

The magnificent President Liners are broad of beam and exceptionally steady.
All are oil burners, swift express liners.
The public rooms are luxuriously appointed and inviting.
All staterooms are outside, splendidly furnished and equipped with beds—not
berths. Each room has hot and cold running water, also fans, wardrobe, thermos
bottles and reading lamps. Private bath and showers in connection with many
rooms perfect the travel comfort of these giant passenger liners.
The Cuisine is world famous. The deliciously prepared menus will delight you.
And how the orchestra adds zest to your dining.
The decks are spacious. The glass-enclosed Promenade always popular. Deck
sports, open air swimming pool, movies, evening dances—everything has been
done to make your trip a happy one. Unexcelled anywhere—is the courteous
and efficient service accorded you by the trained personnel aboard the President
Liners.
The great frequency of sailings and the liberal stopover privileges of the Dollar
Steamship and American Mail Lines have made these giant passenger liners out-
standingly popular among travelers.

WEEKLY TRANS-PACIFIC SERVICE

TO SAN FRANCISCO and
LOS ANGELES
The Sunshine Belt via Honolulu
Fortnightly sailings on Tuesdays

TO SEATTLE and VICTORIA
The Short, Straight Route to America
Fortnightly sailings on Wednesdays

Special Through Rates to Europe, via United States, £120, £112.
Direct connections with all Atlantic lines. Choice of railway
lines across United States and Canada, with liberal stop-over
privileges for sight-seeing.

TO EUROPE and NEW YORK ROUND THE WORLD

Fortnightly sailings on Tuesdays via Manila, Soolia, Cebu, San Canal, Alexandria,
Naples, Genoa, Venice, Boston and New York.

Pres. Harrison ... Tues. Sept. 13th, 6 a.m.
Pres. Monroe ... Tues. Sept. 27th, 8 a.m.
Pres. Wilson ... Tues. Oct. 11th, 8 a.m.

TO MANILA
Pres. Lincoln ... Sept. 5th, 6 p.m.
Pres. Harrison ... Sept. 13th, 6 a.m.
Pres. Grant ... Sept. 13th, 6 p.m.

For Bookings, Passenger and Freight Information apply to
Hong Kong and Shanghai Bank Building, Ground Floor
Telephone Central 2477, 2478 and 795
Cable Address "Dollar"

Dollar Steamship Line and American Mail Line

NORDDEUTSCHER LLOYD, BREMEN.

FAR EASTERN
PASSENGER AND
FREIGHT SERVICE.
Cabin class ... £73 4s. 0d.
Intermediate class ... £48 2s. 0d.
To GENOA.

NEXT SAILINGS:

Regular Fast Four-weekly Passenger-Service. (Also taking cargo.)

ACCOMMODATION FOR 100 CABIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS.	ARRIVAL AT HONG KONG AND SAILINGS FOR: SHANGHAI AND TAKU (TIENTSIN).	ARRIVAL FROM SHANG- HAI AND SAILINGS FOR GENOA, ROTTER- DAM & HAMBURG.
S.S. "GOTHA"	...	1st Sept., 1927.
S.S. "SAARBRÜCKEN"	...	24th Sept. "
S.S. "COBLENZ"	27th Sept., 1927.	2nd Oct. "
S.S. "FULDA"	24th Oct. "	19th Nov. "

Regular Fast Four-weekly Freight Service.

NEXT HOMEWARD SAILING:
+ S.S. "ROLAND" ... on or about 8th October, 1927
+ S.S. "SCHLESSEN" ... on or about 24th November, 1927
+ Calling at Marseilles besides the usual ports.
+ Calling at Tripoli and Marseilles besides the usual ports.

NEXT ARRIVALS FROM EUROPE:
S.S. "NUERNBERG" ... on or about 14th Sept. in Hong Kong.

For Freight, Passage and further Particulars, please apply to—

MELCHERS & CO.

Telephone O. 4557. Agents.
3, Queen's Building, Queen's Road. HONG KONG.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

CANTON STRAITS & CALCUTTA...	"CHIPSING" Friday,	2nd Sept. at 8 a.m.
CANTON	"FOOKSANG" Friday,	2nd Sept. at 3 p.m.
CANTON	"FOOSHING" Saturday,	3rd Sept. at 9 a.m.
TSINGTAU via SWATOW & SHANGHAI	"HOPSANG" Sunday,	4th Sept. at 10 a.m.
TIENTSIN via SHANGHAI	"CHIPSING" Monday,	5th Sept. at 5 p.m.
SHANGHAI	"YUENSANG" Tuesday,	6th Sept. at 10 a.m.
STRAITS & CALCUTTA	"KUTSANG" Tuesday,	6th Sept. at 3 p.m.
TSINGTAU via SWATOW & SHANGHAI	"CHAKSANG" Wednesday,	7th Sept. at 10 a.m.
SANDAKAN	"HINSANG" Saturday,	10th Sept. at 3 p.m.
TSINGTAU via SWATOW & SHANGHAI	"KWAISANG" Sunday,	11th Sept. at 10 a.m.
STRAITS & CALCUTTA	"NAMSANG" Monday,	18th Sept. at 3 p.m.
OSAKA via AMOY, MOJI & KOBE	"LAISANG" Tuesday,	13th Sept. at 7 a.m.

For Freight or Passage, apply to—

JARDINE MATHESON & CO., LTD.
GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215.

GLEN LINE.

FARE: HONG KONG TO LONDON £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENHARRY"	(via Oran)	21st September
Motor Vessel "GLENLUCE"	(via Oran)	19th October
Steamship "OARMAHENSHEIRE"	(via Oran)	2nd November
Motor Vessel "GLENARA"	(via Oran)	30th November

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENLUCE"	Due Hong Kong	7th September
Steamship "OARMAHENSHEIRE"	...	18th September
Motor Vessel "GLENBEG"	...	29th September
Motor Vessel "GLENARA"	...	18th October
Steamship "OARMAHENSHEIRE"	...	27th October

For Freight, Passage and further Particulars, apply to

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

DODWELL & CO., LTD

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "BOLTON CASTLE" ... Sails on or about 15th Oct.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT
SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume).
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA
AND DANUBE PORTS.

REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE ... £72.10.0.

LONDON ... £80.0.0.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA,
KOBE AND MOJI.

M.V. "ESQUILLINO"	Sails hence on or about 15th Sept.
M.V. "ROMOLO"	Sails hence on or about 13th Oct.
S.S. "VENEZIA"	Sails hence on or about 10th Nov.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS

S.S. "UMSINGA"	Sails from Calcutta ... 3rd Sept.
S.S. "UMVOLOSI"	Sails from Calcutta ... 2nd Oct.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1030. Agents.

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers. Sailings
subject to alteration without notice.

FOR

SWATOW, AMOY & FOOCHOW AND RETURN

(Occupying 8 to 9 Days)

* HAIHONG ... Friday, the 2nd September, at 1 p.m.

HAIYANG ... Tuesday, the 6th September, at 1 p.m.

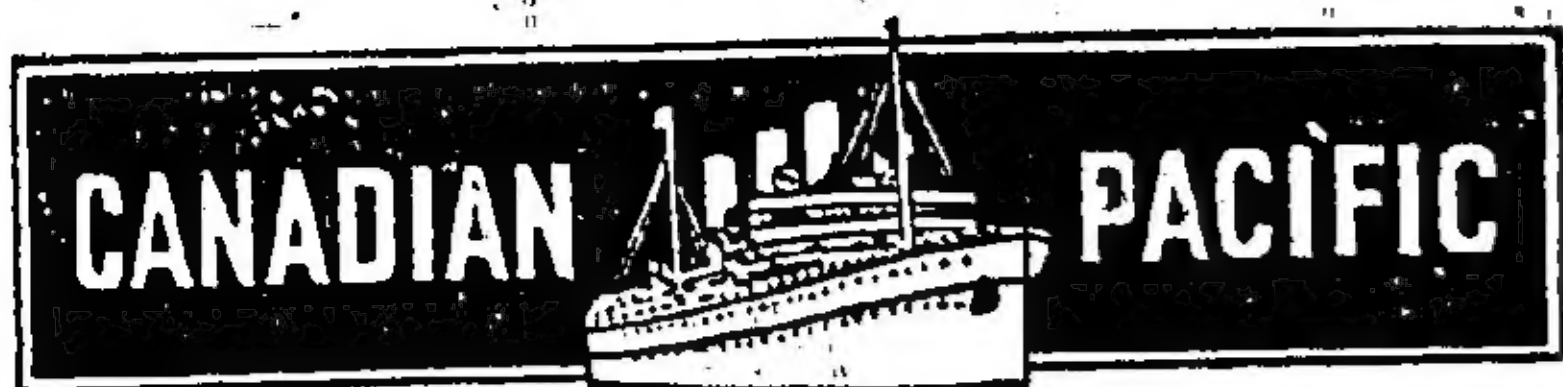
* Calling at Swatow for Passengers only.

Arrivals and Departures from the Company's Wharf (near Blake Pier)
Round Trip Tickets will be issued from Hong Kong to Fooker
(Pagoda Anchorage) or vice versa and Return by the same Steamer at
the Reduced Rate of \$80.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.

General Managers.



QUICKEST TIME ACROSS THE PACIFIC.

R.M.S. "EMPRESS OF ASIA"

will be despatched from

HONG KONG

for

MANILA

5 P.M., THURSDAY,
SEPTEMBER 1st.

CANADIAN PACIFIC EXPRESS

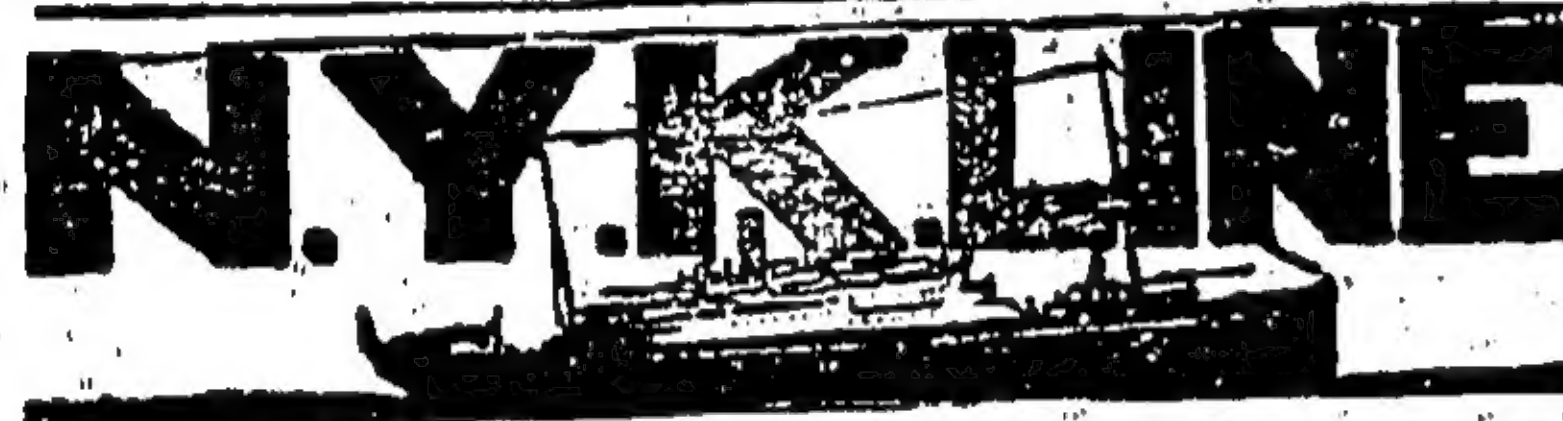
TRAVELLERS CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 753. Cables: "GACANPAO."

Freight and Express: Tel. C. 42. Cables: "NAUTILUS." (15)

THROUGH BOOKING TO EUROPE AT REDUCED RATES:
\$120, \$115, \$110, \$105, \$100, \$95, \$90, \$85, \$80, \$75, \$70, \$65, \$60, \$55, \$50, \$45, \$40, \$35, \$30, \$25, \$20, \$15, \$10, \$5, \$0.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

*KOREA MARU ... Tuesday, 6th Sept. Noon.
*SHINYO MARU ... Tuesday, 20th Sept. Noon.
*SIBERIA MARU ... Tuesday, 4th Oct.

LONDON via Singapore, Suez, Marseilles & Ports.

KAMU MARU ... Saturday, 10th Sept. at 11 a.m.
KATOBARI MARU ... Saturday, 24th Sept. at 11 a.m.
ATSUBA MARU ... Saturday, 8th Oct.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 21st Sept.

BOMBAY via Singapore, Penang & Colombo.

SADO MARU ... Saturday, 10th Sept.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

ANYO MARU ... Thursday, 29th Sept.

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

KAWACHI MARU ... Tuesday, 6th Sept.

NEW YORK and/or BOSTON via PANAMA.

TAKETOYO MARU ... Sunday, 11th Sept.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

LIMA MARU ... Friday, 1st Oct.

CALCUTTA via Singapore, Penang & Rangoon.

MOJI MARU ... Saturday, 3rd Sept.

TOKUSHIMA MARU ... Monday, 12th Sept.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Friday, 16th Sept.

SHANGHAI, KOBE & YOKOHAMA.

GEYLONG MARU (Moji direct) ... Friday, 2nd Sept.

KASHIMA MARU ... Monday, 5th Sept.

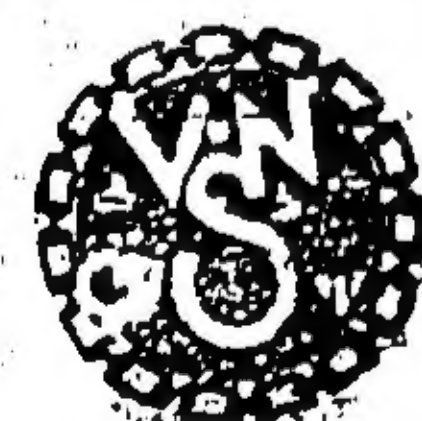
OSAKA MARU (Moji direct) ... Sunday, 11th Sept.

HAKONE MARU ... Monday, 19th Sept.

For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchange to all Dept.).



HOLLAND EAST ASIA LINE

of the United Netherlands

Navigation Company.

Regular Four-weekly service between

Japan, Vladivostok, China, Hong Kong, Manila, Singapore

Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and

North Continental Ports.

ARRIVALS FROM EUROPE:

S.S. "MADOERA" ... 19th September.
S.S. "OLDEKERK" ... 17th October.
S.S. "GEMMA" ... 15th November.

SAILINGS FOR EUROPE:

S.S. "OOSTERKERK" ... 4th September.
S.S. "OLDEKERK" ... 2nd October.
S.S. "MADOERA" ... 30th October.

All Steamers have a Limited Accommodation for Passengers.

For Freight, Passage and further Particulars, Please Apply to—

JAVA-CHINA-JAPAN LYN.

Telephone: Central No. 1574. York Building.

Shipping News

Daily Statement, Waterfront
News, etc.YESTERDAY'S FREIGHT
RETURNS.

FAIR CARGOES ALL ROUND.

JAPANESE VESSELS BEST
CARRIERS.

The return for the 24 hours ended at 9 a.m. yesterday showed that with 12 vessels arriving into port, freights imported for the Colony and for other ports were fair. Japanese vessels were the best carriers.

Inward cargoes amounted to 13,441 tons. These were carried by nine steamers. There was only one British vessel contributing to the total of the freights unloaded here. She was the s.s. *Chip Shing* from Tientsin and Chefoo which brought 2,080 tons.

The best return was, however, shown by a Japanese steamer—the *Kenkyu Maru*, from Wakamatsu and Chinwangtao, which brought 3,430 tons into the Colony.

Through cargoes were manifested by five steamers and amounted to 12,244 tons. The two best returns being 4,912 tons and 3,000 tons. There were brought by the s.s. *Smurand*, from Hamburg and Singapore and the *President Jefferson*, from Los Angeles and Shanghai, respectively.

The following were the arrivals and departures during the period under review:—

	Arr.	Dep.
British	2	1
American	1	0
German	1	0
French	2	1
Norwegian	3	1
Japanese	2	0
Chinese	1	0
Total	12	3

The Carriers.

S.S. *Chip Shing* (British) from Tientsin and Chefoo, 2,080 tons general for Hong Kong and 735 tons for other ports.

S.S. *President Jefferson* (American) from Los Angeles and Shanghai, 1,350 tons general for Hong Kong and 3,000 tons for other ports.

S.S. *Smurand* (German) from Hamburg and Singapore, 1,330 tons general for Hong Kong and 4,912 tons for other ports.

S.S. *Tenkis* (French) from Haiphong, 80 tons general for Hong Kong.

S.S. *Chenouazeux* (French) from Yokohama and Shanghai, 35 tons general for Hong Kong and 1,102 tons for other ports.

S.S. *Hermud* (Norwegian) from Bangkok, 1,900 tons general for Hong Kong.

S.S. *Kenkyu Maru* (Japanese) from Wakamatsu and Chinwangtao, 3,430 tons general for Hong Kong.

S.S. *Mitsun Maru* (Japanese) from Yokohama and Moji, 470 tons general for Hong Kong and 2,600 tons for other ports.

S.S. *Yoo Tye* (Chinese) from Chow Wan, 884 tons general for Hong Kong.

DAILY WATERFRONT NEWS.

BIG JOB FOR TAIKOO DOCK.

WARSHIP MOVEMENTS.

(BY LONGSHOREMAN.)

Death On The "Asia."

The master of the R.M.S. *Empress of Asia*, arriving from the North, reports that during the voyage the death occurred of one Chinese member of the crew.

"Kudat" To Be Lengthened.

The Straits Steamship Company's *Kudat*, which arrived in port on Tuesday, is to be taken in hand by the Taikoo Dock for lengthening. She is to be cut in two, and an additional section added. The *Kudat* is commanded by Capt. W. H. Padle, and Messrs. Butterfield & Swire are the local agents.

Ten Days' Adrift.

When the B.I. steamer *Santhia* arrived at Singapore from Yokohama, bound for Rangoon, her master, Capt. A. D'Crux, reported that they picked up a boat containing two men at sea at 8.45 p.m. on the 18th inst. According to the men's statement, they came from near Saigon and had been blown out to sea. They stated that they had been adrift for about ten days.

Another New Ship.

Another new ship to enter this port this week has been the s.s. *Michael Jelen*, which came from Swatow. This ship was built by Holwaldt-works A.G., in 1927, to the order of Jensen & Company and engaged by the same firm at Xishui, with a H.P. of 130. Her dimensions are length, 230 feet, with a registered tonnage of 2,300. She is fitted for oil fuel, consumed at a temperature of over 150 degrees Fahrenheit.

Marking Wrecks System; a Correction.

It was inadvertently stated yesterday in this column in connection with the notice to mariners regarding the marking of wrecks system, that by night, a green light in a vertical line under white light, would be the indication. This was incorrect. The signal by night is "a green light in a vertical line over a white light."

Warships Move.

H.M.S. *Hermes*, as announced yesterday, has arrived from the North, and is shortly proceeding home for refit and general overhaul, etc., and she will then be permanently attached to the China Fleet. The *Argus* is returning to the North to replace her there and left port yesterday. H.M.S. *Despatch* is leaving for Home to-day.

Cocaine On "Santhia."

Japanese cocaine was seized at Singapore last week, on board the *Santhia*, lying alongside Tanjong Pagar wharf on arrival from Japan and China ports. The drug was found in the course of a search of the vessel by a party of Revenue Officers.

Chinese Deck Passengers.

The total number of Chinese deck passengers entering the Colony during the 24 hours ended at 9 a.m. yesterday was 490.

Revolvers Seized.

A combined party of revenue officers and detectives boarded the British str. *Beagle* when she arrived in Singapore from Europe. The party searched the ship and discovered three revolvers which were hidden in the bunkers. The weapons were seized.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia* arrived at Kobe on August 30th at 2 p.m. left that port at 10 a.m. yesterday, and is due at Yokohama to-day (Thursday), at 5 p.m. The motor vessel *Muensterland* (Hamburg-America Line), left Foochow at noon on Tuesday, and is expected to arrive here to-day (Thursday) at daylight. She is scheduled to sail from here for Europe via Manila, Singapore and Colombo this afternoon.

The P. & O. s.s. *Morri* left Shanghai for this port on August 30th at 4 p.m., and is due here to-morrow about 6 a.m. The B.I. and Apcar Line s.s. *Tilawa* left Singapore for this port on the afternoon of August 30th, and is due here on the morning of September 4th.

WARSHIPS IN PORT.

Warships in port yesterday were: In Dock, *Somme*, *Seraph* and *Serapis*; Taikoo Dock, *Indefatigable*; No. 1 Buoy, *Argus*; No. 3 Buoy, *Belgic*; No. 4 Buoy, *Despatch*; No. 5 Buoy, *Hermes*; No. 7 Buoy, *Magnolia*; No. 8 Buoy, *Danac*; No. 9 Buoy, *Foxglove*; No. 12 Buoy, *Republica* (Portuguese); No. 13 Buoy, *Sirdar*; No. 18 Buoy, *Ruthenia*; No. 25 Buoy, *Aharis*; No. 26 Buoy, *L.L.P.*; Coaling Camber, *Robin* and *Torantul*; Boat Camber, *Peterel*, *Faulknor* and *Tern*. Foreign Men of War:—Portuguese, *Republica*; French, *Gracine* and *Vigilante*.

SUNRISE AND SUNSET IN
HONG KONG.

FOR SEPTEMBER, 1927.

STANDARD TIME OF THE 120th
MERIDIAN, EAST OF
GREENWICH.

Date.	Sunrise.	Sunset.
Sept. 1st ... 6.05 a.m.	6.41 p.m.	
2nd ... 6.06 "	6.40 "	
3rd ... 6.06 "	6.39 "	
4th ... 6.07 "	6.38 "	
5th ... 6.07 "	6.37 "	
6th ... 6.07 "	6.37 "	
7th ... 6.07 "	6.36 "	
8th ... 6.08 "	6.34 "	
9th ... 6.08 "	6.33 "	
10th ... 6.08 "	6.32 "	
11th ... 6.08 "	6.31 "	
12th ... 6.08 "	6.30 "	
13th ... 6.08 "	6.29 "	
14th ... 6.09 "	6.28 "	
15th ... 6.10 "	6.28 "	
16th ... 6.10 "	6.27 "	
17th ... 6.11 "	6.26 "	
18th ... 6.11 "	6.25 "	
19th ... 6.11 "	6.24 "	
20th ... 6.11 "	6.23 "	
21st ... 6.11 "	6.22 "	
22nd ... 6.12 "	6.21 "	
23rd ... 6.12 "	6.20 "	
24th ... 6.12 "	6.19 "	
25th ... 6.12 "	6.17 "	
26th ... 6.13 "	6.17 "	
27th ... 6.13 "	6.16 "	
28th ... 6.14 "	6.15 "	
29th ... 6.14 "	6.14 "	
30th ... 6.14 "	6.13 "	

BANK LINE LTD.
AGENTS FOR
ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT: S.S. "KABINGA" ... 8th September.
S.S. "CITY OF PERTH" ... 4th November.

AUSTRALIA: Sailing from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.

Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other service.

BOSTON, NEW YORK & BALTIMORE ... AMERICAN AND MANHATTAN LINE

S.S. "CITY OF EVANSVILLE" ... via Suez Canal ... 8th September

S.S. "CITY OF BOMBAY" ... via Suez Canal ... 9th October

S.S. "CITY OF EASTBOURNE" ... via Suez Canal ... 8th November

ALSO AGENTS FOR

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MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE

S.S. "TINHOW" ... From Hong Kong ... 25th October.

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Telephone: Central 4791.

THE BANK LINE, LTD.

P. & O., British India
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(COMPANIES INCORPORATED IN ENGLAND).

MAIL AND PASSENGER STEAMERS

TAKING CARGO FOR

STRAITS, JAVA, BURMA, Ceylon, India, Persian Gulf, WEST INDIES, MATRITUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"MOREA"	10,983	3rd Sept. Noon	Marseilles and London.
"NOVARA"	9,983	10th Sept.	Marseilles and London.
"KIDDERPORE"	5,334	15th Sept.	Straits, Colombo and Bombay.
"DEVANHA"	8,155	17th Sept.	Marseilles, London, Antwerp & Hull.
"KHYBER"	8,114	1st Oct.	Marseilles, London, Antwerp & Hull.
"NYANZA"	7,023	12th Oct.	Straits, Colombo and Bombay.
"MALWA"	10,986	15th Oct.	Marseilles and London.
"KASHMIR"	8,985	29th Oct.	Marseilles and London.
"MACDONIA"	11,120	12th Nov.	Marseilles and London.
"MONGOLIA"	16,504	26th Nov.	do.
"MANTUA"	10,946	10th Dec.	do.
"KASHGAR"	9,005	24th Dec.	do.
"MOREA"	10,983	7th Jan. 1928	do.
"DEVANHA"	8,155	21st Jan.	do.
"MALWA"	10,986	4th Feb.	do.
"KHYBER"	8,114	18th Feb.	do.
"MACDONIA"	11,120	3rd Mar.	do.
"KASHMIR"	8,985	17th Mar.	do.
"MANTUA"	10,946	31st Mar.	do.
"KALYAN"	8,114	7th April	do.
"MONGOLIA"	16,504	14th April	do.
"MOREA"	10,983	28th April	do.
"KASHGAR"	9,005	12th May	do.

† Does not carry passengers. ‡ Passengers to Singapore only.

* Calls at Port Sudan. Does not carry 2nd class passengers.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong	Destination
"TALAMBA"	8,018	6th Sept.	Singapore, Penang and Calcutta
"TALMA"	10,000	13th Sept.	do.
"TILAWA"	10,000	30th Sept.	do.

* Calls at Rangoon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong	Destination
"TANDA"	6,956	2nd Sept. 4 p.m.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	30th Sept.	do.
"ARAFURA"	6,000	28th Oct.	do.
"TANDA"	6,956	2nd Dec.	do.
"ST. ALBANS"	4,500	30th Dec.	do.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Haiphong, Cebu, Kolambangan, Tawak, Timor, Durban, or other ports en route as indicated.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand

Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong	Destination
"NAGPORE"	5,283	2nd Sept. a.m.	Shanghai, Moji, Kobe & Yokohama.
"KHYBER"	9,114	2nd Sept. 5 p.m.	do.
"ST. ALBANS"	4,500	6th Sept.	Moji, Kobe, Osaka & Yokohama.
"TILAWA"	10,000	6th Sept.	Moji, Kobe, Osaka & Yokohama.
"MALWA"	10,986	16th Sept.	Shanghai, Moji and Kobe.
"NYANZA"	7,023	22nd Sept.	Shanghai, Moji and Kobe.
"KASHMIR"	8,985	30th Sept.	Shanghai, Moji, Kobe and Yokohama.
"ARAFURA"	6,000	4th Oct.	Moji, Kobe, Osaka & Yokohama.
"MACDONIA"	11,120	15th Oct.	Moji, Kobe, Osaka & Yokohama.
"MONGOLIA"	16,504	29th Oct.	Moji, Kobe, Osaka & Yokohama.
"TANDA"	6,956	31st Nov.	Moji, Kobe, Osaka & Yokohama.
"MANTUA"	10,946	15th Nov.	Moji, Kobe, Osaka & Yokohama.
"KASHGAR"	9,005	29th Nov.	do.
"ST. ALBANS"	4,500	6th Dec.	Moji, Kobe, Osaka & Yokohama.
"MOREA"	10,983	10th Dec.	Moji, Kobe, Osaka & Yokohama.

